

INDUSTRIAL ELEMENT

EXISTING CONDITIONS

As is the case with commercial land, there are few large industrial parcels in Southeastern San Diego. Private industrial users have been unable to assemble land in large enough parcels for efficient operation and successful industrial growth necessitating Redevelopment Agency intervention to provide such assemblages. Much of the land assembly which has been done to date has been accomplished through the redevelopment process in the SEDC Gateway Projects and in the Market Street Industrial Park.

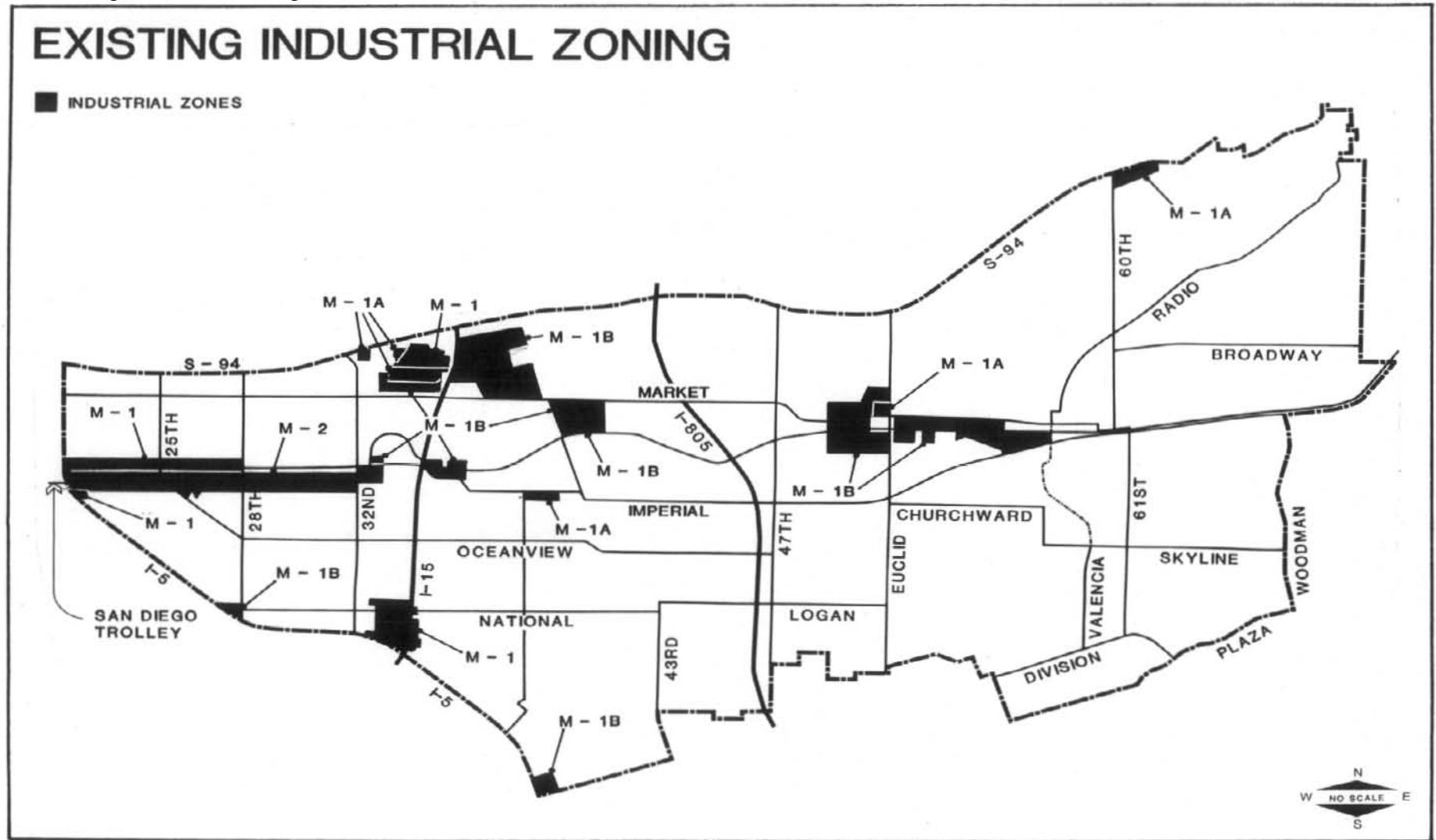
Rezoning in the 1970s, aimed at upgrading uses and providing industrial sites have not resulted in a change of uses. "Strip" industrial zoning in the western portion of the community has resulted in access problems and conflicts with adjoining uses. These strips are located along Imperial Avenue between Interstate 5 and 22nd Street, and along Commercial Street between Interstate 5 and Bancroft Street. In these strips, there is a mixture of residential and industrial uses which is permitted under the current industrial zoning. These areas were chosen for industrial development in part on the basis of the existence of railroad tracks within Commercial Street; however little use has been made of this advantage. The expected development has not materialized since the adoption of the community plan in 1969, as residences have not given way to industrial development. The industrial activities present in these areas are typified by warehousing, distribution and automobile dismantling. These uses hire few people, are environmentally incompatible with adjacent development and are aesthetically unpleasant.

Though industrial areas are not the sole source of needed jobs, Southeastern San Diego does not have a large enough industrial land inventory to generate employment for its residents. At present, Southeastern has about 180 acres of industrial zoned land. At the gross employment density of 15.7 jobs per acre calculated by SANDAG, this means a total industrial land employment of less than 3000 jobs. Thus industrial employment opportunities in the community equal about 12 percent of the community's 25,000-person civilian labor force. The regional average for industrial employment is about 15 percent. The creation of industrial centers throughout the community in compact sites will produce the greatest amount of employment potential while locating jobs near residential population bases.

Industrial Objectives

1. Decrease land use conflicts between industrial and residential or commercial development.
2. Increase employment opportunities in the community.
3. Provide new, high quality office and industrial park development within the community.
4. Promote the redevelopment or rehabilitation of existing industrial facilities.
5. Decrease crime and crime-related aesthetic impacts (such as graffiti and barbed-wire fencing).

10. Existing Industrial Zoning

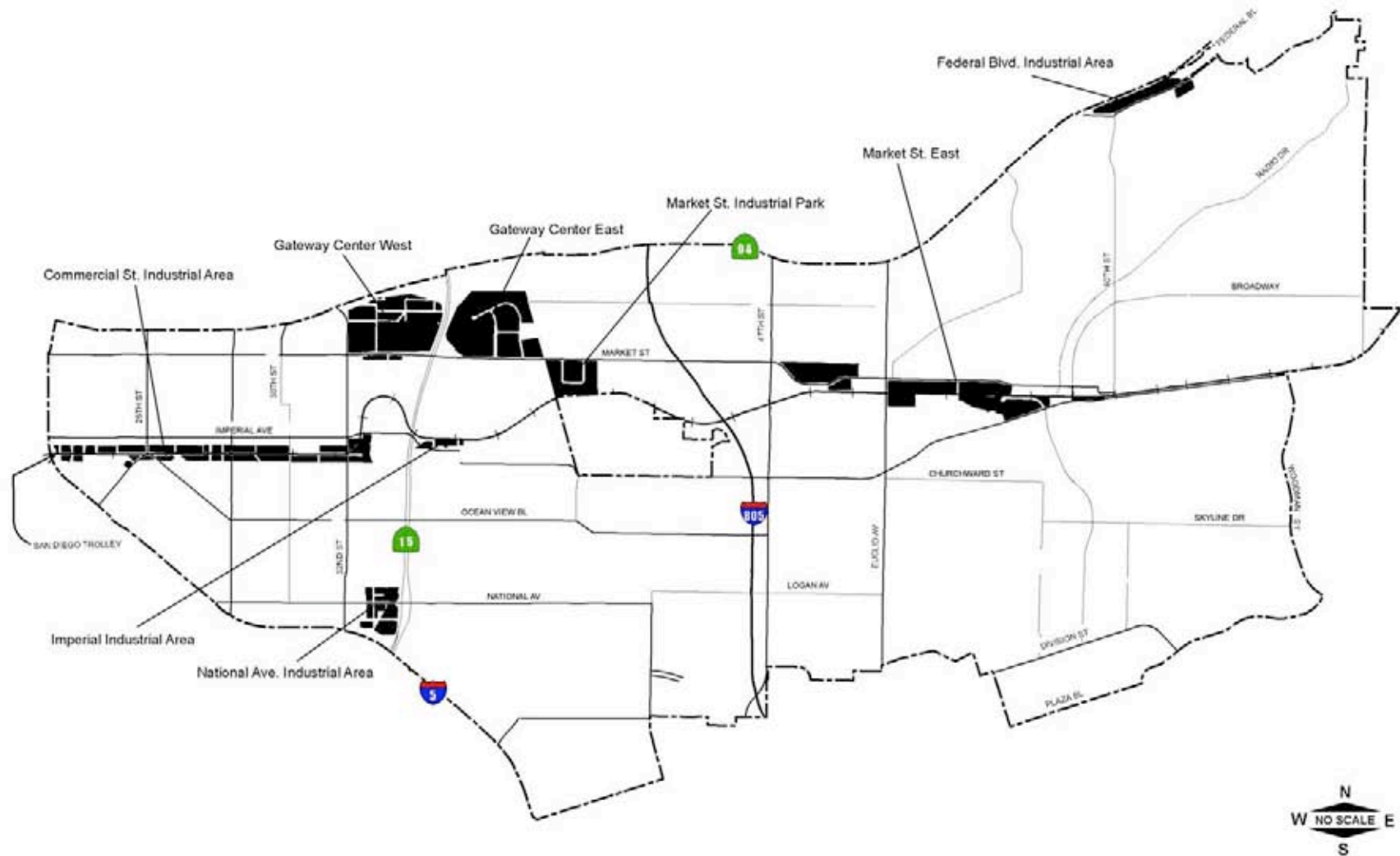


SOUTHEAST SAN DIEGO

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FIGURE 10

RECOMMENDED INDUSTRIAL DESIGNATIONS



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FIGURE 11

Industrial Recommendations

1. Proposed Industrial Sites. The community plan land use map will provide for a slight increase in the total of industrial land use acreage allowed by existing zoning. Industrial sites in the community plan are designated in six consolidated industrial development centers. These include:
 1. Commercial Street (Generally from Interstate 5 to approximately Bancroft Street);
 2. National Avenue (33rd Street to State Highway 15);
 3. Southcrest East (41st Street to 43rd Street);
 4. Market Street East (Market Street generally from 49th Street to Merlin Drive, with the exception of the intersection Market Street and Euclid Avenue);
 5. Gateway Center West (32nd Street to State Highway 15);
 6. Gateway Center East (State Highway 15 to Boundary Street);
 7. Market Street Industrial Park (Market Street from Boundary Street to 41st Street);
 8. Federal Boulevard (just east of 60th Street to the City Limits);
 9. Imperial Avenue (State Highway 15 to 36th Street).

Most of the industrial centers listed above lie within the Redevelopment Agency project areas. The Redevelopment Agency should provide assistance for the assembly of land parcels in these areas. The Redevelopment Agency involvement should also assist in the application of design review for industrial parks at these centers.

2. Lot Sizes. The industrial centers listed above should be designed to allow the assembly of large parcels for major industrial users.
3. Use Restrictions.
 - a. Industrially designated areas should be reserved for industrial and/or office park uses and should not be pre-empted by commercial or residential uses. This should be implemented through zoning or planned district regulations.
 - b. Auto dismantling, junk yards, outdoor open storage and recycling industries should be prohibited in the Southeastern San Diego community. Compliance with this restriction should be required within ten years of adoption of the applicable zoning regulations.

4. Development Standards and Rehabilitation. Special development standards should be required to improve the aesthetic and environmental quality of industrial developments, including appropriate screening of equipment, improved roof treatments, prohibition of toxic materials, increased landscaping and attention to signage and building designs and colors. Provisions are also needed for the active upgrading of existing structures. Additional guidelines are included as part of the urban design section of this plan.

Full compliance with the standards developed for these industrial areas should be required of all existing industrial properties within ten years of the approval of the standards by the City Council.

5. Defensible Design. Crime-related problems should be decreased through the careful selection of building materials and design, landscaping and lighting.
6. Multiple-Use Strips. The commercial/residential/industrial strips along Imperial Avenue should be given an incentive to redevelop with residential and commercial uses through the regulations of a planned district ordinance. This district should encourage the relocation of industrial uses from these corridors and into consolidated industrial centers. Additionally, the district should require that nonconforming uses be discontinued, establishing a schedule by which nonconforming uses will result in conformance within ten years of the adoption of the ordinance. (See 3.b. above.)
7. Recommended Rezoning. Changes in zoning regulations and in permitted uses in industrial zones are recommended to encourage industrial development in site specific areas for the purpose of providing employment opportunities in the community. These areas are discussed in the Neighborhood Element of this plan.
8. Toxic Materials Control. Ensure that a toxics disclosure statement is made for all industrial and heavy commercial uses. Identify the land uses involving hazardous materials and prepare an ordinance that will limit and control these uses.

Take action to limit toxic materials storage at existing sites where such storage exists.

OPEN SPACE AND RECREATION ELEMENT

Open space serves as visual relief to urban development, adding character and identity to a community and its individual neighborhoods. The overall goal of this plan is to provide and enhance a community-wide system of open space and recreational areas which link public, private, passive and active uses.

EXISTING CONDITIONS

PARKS

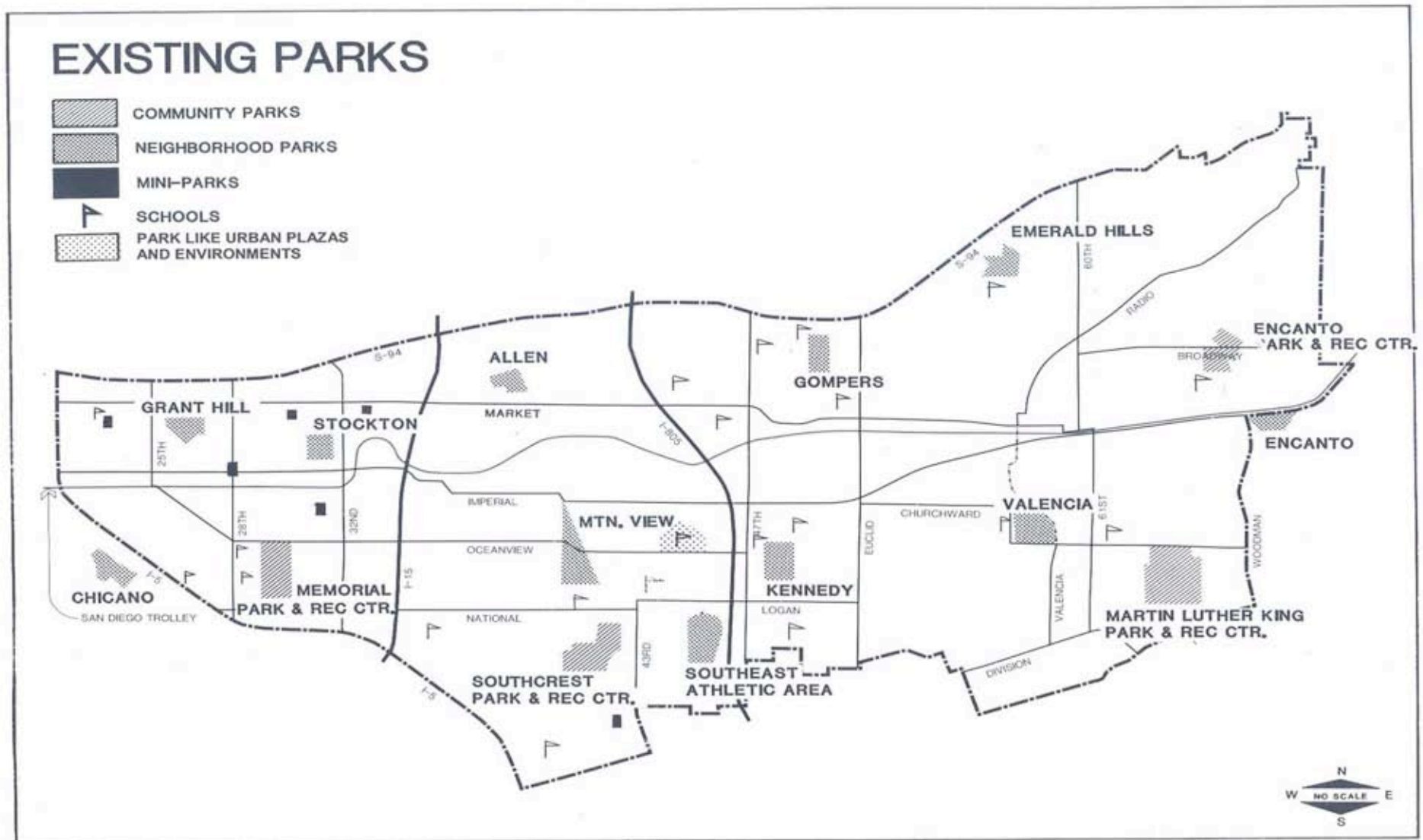
As summarized in Table 3, and illustrated on Figure 12, Southeastern San Diego has four community parks, ~~ten~~eight neighborhood ~~parks and six~~parks, seven joint-use school facilities, and 11 "mini-parks." In addition, two park sites just outside the community increase park availability to residents of the community.

According to General Plan standards, neighborhood parks should serve about 5,000 people within a half mile radius and should be ten acres in size, or five acres when located adjacent to a school. ~~Six~~Four of the ~~ten neighborhood~~nine parks in Southeastern are located adjacent to schools. Using the General Plan standard for sizes, ~~three~~two of the neighborhood parks are well above the size standards and ~~five~~six are smaller in size than recommended by the General Plan. However, ~~six~~11 mini-parks in the community supplement the neighborhood parks and two neighborhood parks are located just outside the community.

Community parks are recommended by the General Plan to serve up to 25,000 people within a radius of ~~1-1 1/2~~1 1/2 miles. Optimally, these parks should be 20 acres in size, or 13 acres if located next to a junior high school.

Of the population based parks in the community, ~~four~~seven are located adjacent to schools and have joint-use agreements, increasing the recreational value of both the school and park site. By combining schools with parks ~~at Kennedy Elementary, Gompers/Wright Brothers Junior/Senior High Schools and Memorial Junior High~~, both the City and the school district have achieved land and facility cost efficiencies in providing recreational facilities.

SANDAG population projections indicate a year ~~2000~~2010 population of ~~74,500~~110,932 in the community plan area, which warrants 311 useable acres of population-based parklands according to the General Plan Guidelines. ~~Thus,~~ Southeastern currently has 143 useable acres of parkland, resulting in a deficit of approximately 168 useable acres of parkland. ~~sufficient park site acreage through the year 2000.~~ However, SANDAG population projections for the year 2030 has an the-ultimate possible population of 133,686 (it is staff's understanding that all of the proposed increase in population would occur in the Encanto area, therefore, a persons per household figure of 3.95 was used for the increase in population as a result of this project) and 90,628 based on family size projections (3.09 in 2000) and total dwelling units (29,213 units) allowed by this community plan, will require an additional 64 useable acres for a total requirement of 232 useable acres of parkland in 2030.



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FIGURE 12

Table 3. POPULATION-BASED PARKS

Name	Existing Acres	Useable Acres	Status
<u>Community Parks</u>			
Encanto	8.857	6.20	Developed
Martin Luther King	34.2853	27.42	Partially -Developed
Southcrest	17.2061	13.76	Developed
*Memorial	17.9418.04	18.04	Developed
<u>Neighborhood Parks</u>			
Mountain View*	10.2013.96	13.46	Developed
Dennis V. Allen	5.6318	5.10	Developed
Samuel Gompers*	4.82	4.82	Developed
J.F. Kennedy	3.604.08	4.08	Developed
Southeastern Athletic Area			
<u>Jimmy Henderson Sports Complex</u>	17.9616.62	15.79	Developed
Emerald Hills*	9.579	7.66	Developed
Valencia Park School	8.00		Developed/School Site
Stockton School	3.60		Developed/School Site
Kennedy School	3.10		Developed/School Site
Grant Hill	2.66	1.86	Developed
<u>252 Corridor</u>	8.55	2.72	<u>Partially Developed</u>
Encanto	3.51		Partial Development
Chicano	7.82		Developed
<u>Mini-Parks</u>			
"J" Street	0.22	0.22	Developed
"L" Street	0.15	0.15	Developed
<u>"Z" Street</u>	0.38	0.38	<u>Undeveloped</u>
22nd Street	.41		Developed
30 th Street	0.23	0.23	Developed
41 st Street	0.16	0.16	Developed
Clay Avenue	0.16	0.16	Developed
<u>La Paz</u>	0.46	0.46	<u>Undeveloped</u>
<u>Martin Avenue</u>	0.14	0.14	<u>Undeveloped</u>
<u>Santa Isabel</u>	0.17	0.17	<u>Undeveloped</u>
<u>Sherman</u>	0.11	0.11	<u>Developed</u>
<u>Villa Montezuma</u>	0.22	0.22	<u>Developed</u>
<u>Join-Use</u>			
<u>Chavez E.S.</u>	1.00	1.00	<u>Developed</u>
<u>Chollas Mead E.S.</u>	1.33	1.30	<u>Developed</u>
<u>Kennedy/Porter</u>	3.60	3.60	<u>Developed</u>
<u>Kimbrough E.S.</u>	1.00	1.00	<u>Developed</u>
<u>King E.S.</u>	3.60	3.60	<u>Developed</u>
<u>Sherman E.S.</u>	2.50	2.50	<u>Developed</u>
<u>Valencia Park E.S.</u>	8.00	8.00	<u>Developed</u>

* Park site adjacent to school joint use facility Site utilized or adjacent to school fields.

** Site outside of, but adjacent to, community plan area.

The Subdivision Map Act

The Subdivision Map Act was amended in 1965 to permit cities and counties to require the dedication of land or the payment of fees for park purposes. The cities and counties were also required to have park standards in an adopted general plan before they could avail themselves of the act. The City of San Diego adopted population-based park standards in the 1967 Progress Guide and General Plan. The standards are applied when community plans and subdivision plans for newly urbanizing areas are reviewed. They cannot be retroactively applied to urbanized community planning areas. The population-based park standards are used here for comparison purposes only.

CEMETERIES

The community contains three major cemeteries which add greatly to the landscaped open areas in the community. The three cemeteries constitute an important asset in the community which will increasingly be recognized and appreciated. In particular, Greenwood sets a high standard in landscaping and maintenance and is readily visible from many sections of the community. As such, it represents a major landscaped feature.

HILLSIDE, CANYONS AND CREEKS




Hillside areas exist throughout the community, lending topographic relief to developed areas. As illustrated on Figure 13, areas throughout Southeastern San Diego contain slopes in excess of 25 percent. Although several areas are designated with a Hillside Review Overlay Zone, that designation is recommended for all undeveloped slopes in excess of 25 percent.

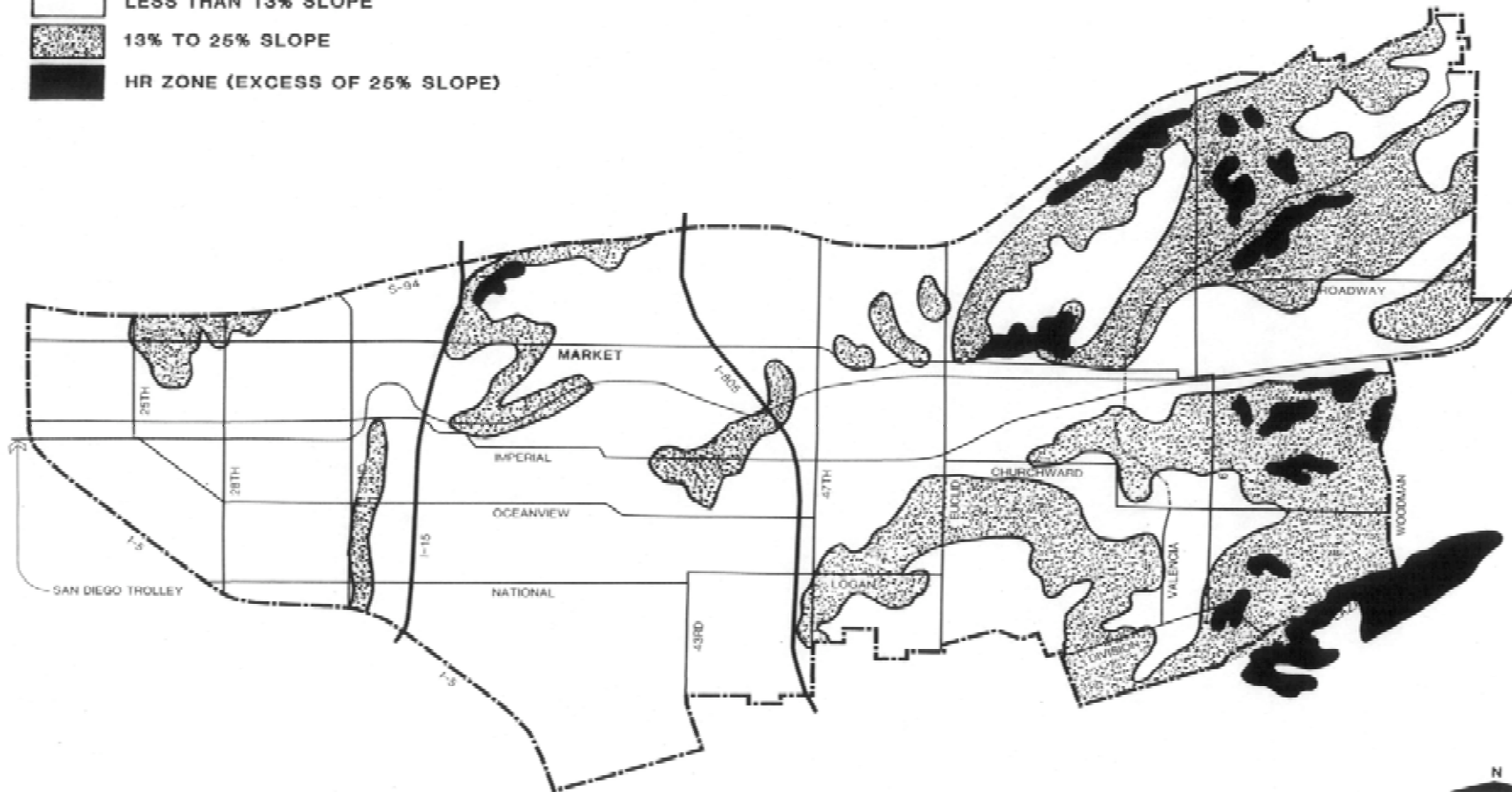
A number of prominent canyons and hillsides in the community serve a passive open space function. Those areas are considered to be significant and are shown on Figure 13. In the western portion of the community, a significant opened space slope is formed by the south face of Grants Hill, mid-way between 25th and 28th streets. In the central areas, major slope areas include the frontage of State Highway 94, the gap through which Market Street enters the subarea from the west, slopes in the southern portion of Mount Hope Cemetery, and a canyon north of Otto Square. In the eastern subarea, slopes of community significance extend along the frontage of State Highway 94 between Euclid Avenue and 60th Street. Other major slopes include Radio Canyon, the south slope of Encanto Creek drainage and the south-facing uplands on the north side of Market Street between 51st and Pitta Streets. Finally, three canyon features have been identified in the southeastern portion of the community, near the border of the community with Skyline Hills.

Radio Canyon is a highly valuable natural open space area. This canyon, in the eastern subarea, contains the Radio Drive branch of Chollas Creek and is a lushly vegetated natural feature.

Chollas Creek System is an important runoff drainage system for the community. The branches of Chollas Creek form a drainage which carries storm runoff from most of the community. Although much of the system is channelized, numerous areas are subject to flooding during heavy winter storms.

SLOPES AND HILLSIDE REVIEW AREAS

-  LESS THAN 13% SLOPE
-  13% TO 25% SLOPE
-  HR ZONE (EXCESS OF 25% SLOPE)



SOURCE: UNITED STATES GEOLOGICAL SURVEY 1953



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FIGURE 13

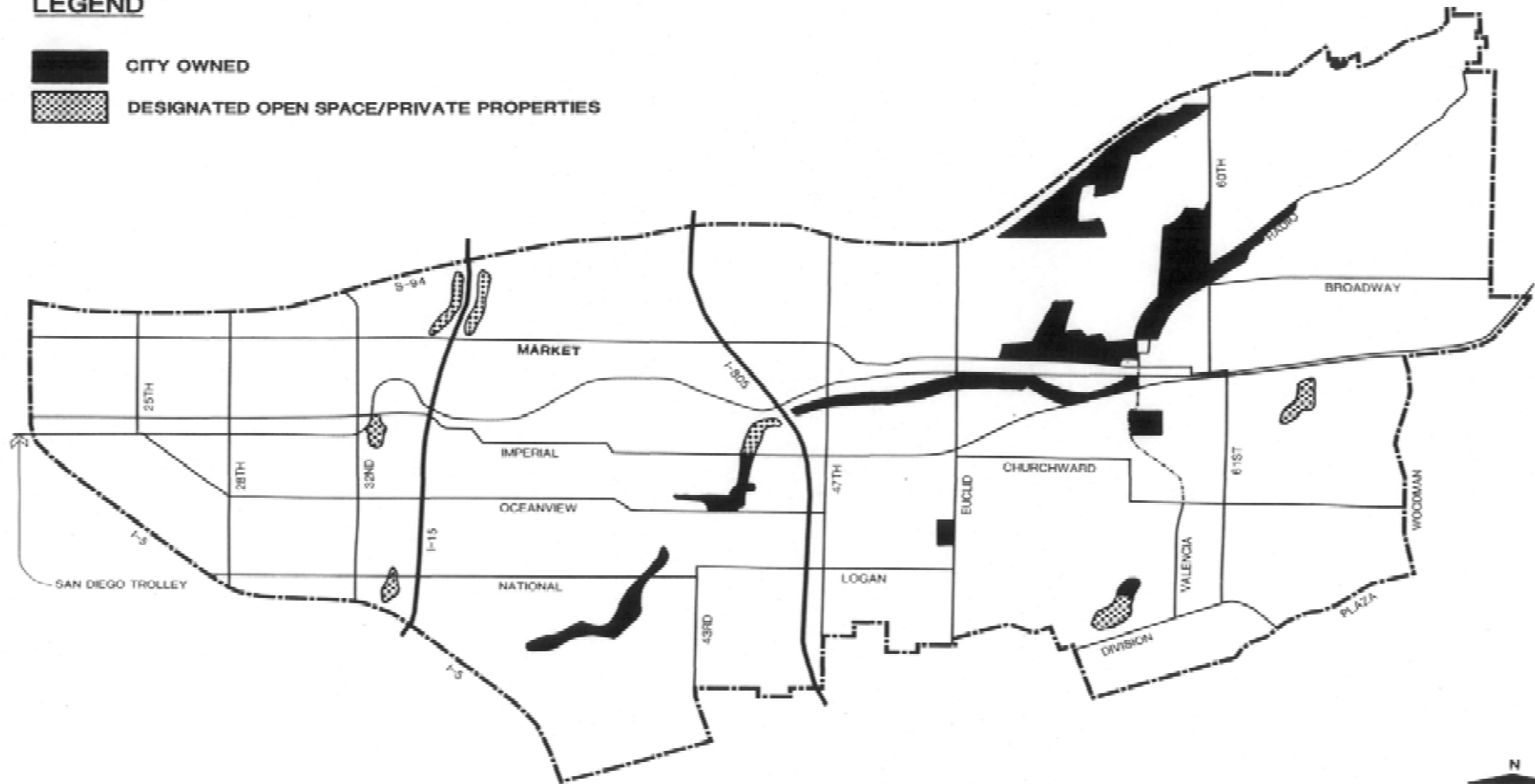
Open Space and Recreation Objectives

1. Maintain and improve existing parks by improvements to landscaping, lighting, signage, walkways and play facilities.
2. Increase the number of parks and the size of existing parks as financing and acquisition opportunities occur.
3. Increase private recreational opportunities areas in new residential developments.
4. Maintain and enhance the community's cemeteries as unique landscaped areas of visual significance to the community.
5. Preserve hillsides, canyons and drainage areas in their natural state to the extent possible.
6. Increase the opportunities for the public enjoyment of open space areas, including limited access to Radio Canyon and Chollas Creek.
7. Achieve a more connected system of active and passive open space.

OPEN SPACE

LEGEND

-  CITY OWNED
-  DESIGNATED OPEN SPACE/PRIVATE PROPERTIES



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FIGURE 14

Open Space and Recreation Recommendations

1. Acquisition of New Parks. Increase the number of parks and the size of existing parks as financing and acquisition opportunities occur. If any school sites are found to be no longer needed as school facilities, the playground portion should be considered for public park purposes.
2. Park Improvements. Priority should be given to Memorial Park, Mountain View Park and Encanto Park for park improvements. Memorial Park should be developed as a center of excellence, given its location adjacent to two schools, and the Boy's Club. Improved landscaping and public art are recommended. Mountain View Park should also be improved to serve as an attractive community focal point as it is near an elementary school and the Neighborhood House. Improved plantings could link this park with the Neighborhood House and National Avenue. Encanto Park has the potential to be an important park center as it is along the trolley line and could be linked to the Encanto Boy's Club.
3. Park Expansion. As an alternative to the above, the expansion of the joint use of school sites for public park purposes could be used to meet a portion of future park needs. Another alternative would be the expansion of existing park sites onto neighboring vacant lands or the vacating of adjacent streets to expand park sites.
4. Recreational Facilities in New Development. All new multi-family residential development should be required to provide recreational facilities or landscaped areas for recreational use. This recreational area could be met by providing either private or shared open space areas consisting of balconies, tot lots, recreational buildings, outdoor recreational courts or usable lawn.
5. Mount Hope Cemetery. Upgrade the maintenance of the Mount Hope Cemetery, particularly along the San Diego trolley tracks. Landscaping should be added along Market Street and 36th Street, and the south side at Market Street Industrial Park.
6. Special Regulations for Hillsides. All of the slopes identified on Figure 13 should be protected by special zoning regulations equivalent to the City's Hillside Review Overlay Zone to minimize grading and erosion and to preserve the natural topography to the extent possible, provided that these slopes meet the criteria of the HR zone.

Additionally, certain hillside and canyon areas identified in the community land use map should be zoned for very-low density development (one unit per 40,000 square feet) to preserve the integrity of the open space area. Development should not be permitted unless slope alteration has been minimized to the extent feasible. See the Urban Design Element (pages 144 to 148) for more specific development recommendations for hillsides and slopes.

These areas include but are not limited to:

- the areas currently zoned RI-10000 in the Valencia Park neighborhood;
- the vacant area currently zoned RI-10000 and fronting on 60th Street in the Emerald Hills neighborhood;
- the northwestern corner of the Broadway Heights neighborhood currently zoned for agricultural use;
- the vacant parcels in Encanto and Broadway Heights with slopes greater than 25 percent.

7. Acquisition. This plan recommends the development of a more connected active and passive open space and recreational system throughout the community, as illustrated on Figure 14. This open space and recreational system should be achieved through the hillside regulations discussed above and through the designation and acquisition of open space lands. In particular, the plan recommends the following;
 - a. Radio Canyon. Radio Canyon should be given a high priority for open space acquisition in Southeastern. Although the intended acquisition of Radio Canyon is basically complete, additional segments may be acquired in accordance with Council direction and the Council-approved Open Space Retention List.
 - b. Chollas Creek. The remaining natural portions of Chollas Creek should be planned as a linear park with bicycle and pedestrian paths along a natural or landscaped creek bottom. Concrete channelization shall be forbidden. Public access to the creek should be provided from and through private development and public rights-of-way along the creek. Funding for acquisition, improvements and maintenance should be from an assessment district or similar means. (See the Southcrest section of the Neighborhood Element.)
 - c. Valencia Canyon. Valencia Canyon is in the process of being acquired for open space by the City. The canyon should be rezoned to RI-40000 or an equivalent zone that would serve to preserve the canyon as open spaces.
 - d. Emerald Hills. The City should retain the city-owned open space areas in Emerald Hills to preserve the natural canyons from development.
8. Public Views. Care should be taken to maintain and enhance views to designated open space areas from public rights-of-way. These views should be considered in the review of discretionary permits.
9. Highway Rights-of-Way. The Caltrans-owned highway rights-of-way of State Highway 15, State Highway 94, and Interstate 805 should be landscaped to provide an aesthetically pleasing landscaped corridor through the community. Trees, as well as flowering plants and native or drought tolerant vegetation should be planted in these highway rights-of-way. Irrigation systems to maintain total plant coverage should be installed. Non-landscaped highway rights-of-way should have the highest priority for landscaping. The implementation of this recommendation for action by Caltrans should be actively pursued by the City so that the freeway system can provide a more scenic entry to the community.

10. Street Landscaping. Landscaping improvements are recommended for all major streets within the community including but not limited to Market Street, Imperial Avenue, National Avenue, Logan Avenue, 25th Street, 43rd Street, and Euclid Avenue. Non-major streets for which landscaping is recommended include 28th Street, 32nd Street, and Skyline Drive. Recommended landscaping improvements along public streets, including guidelines and a list of high priority locations, are addressed in detail in the Urban Design Element, with supplemental recommendations in the Neighborhood Element of this plan.
11. Creeks. Preserve creeks and drainage areas in their natural state. The Chollas Creek system is an important linear open area resource. Guidelines for development along a portion of Chollas Creek and for a bike and pedestrian path are contained in the Southcrest section of the Neighborhood Element. All creeks in the community should be made available for passive recreation where safe. (See guidelines contained in the Urban Design Element of this plan.)

LANDSCAPED OPEN AREAS OPPORTUNITIES MAP



STREET LANDSCAPE CORRIDOR



CITY OWNED - OR ON CITY RETENTION LIST



DESIGNATED OPEN SPACE/PRIVATE PROPERTIES



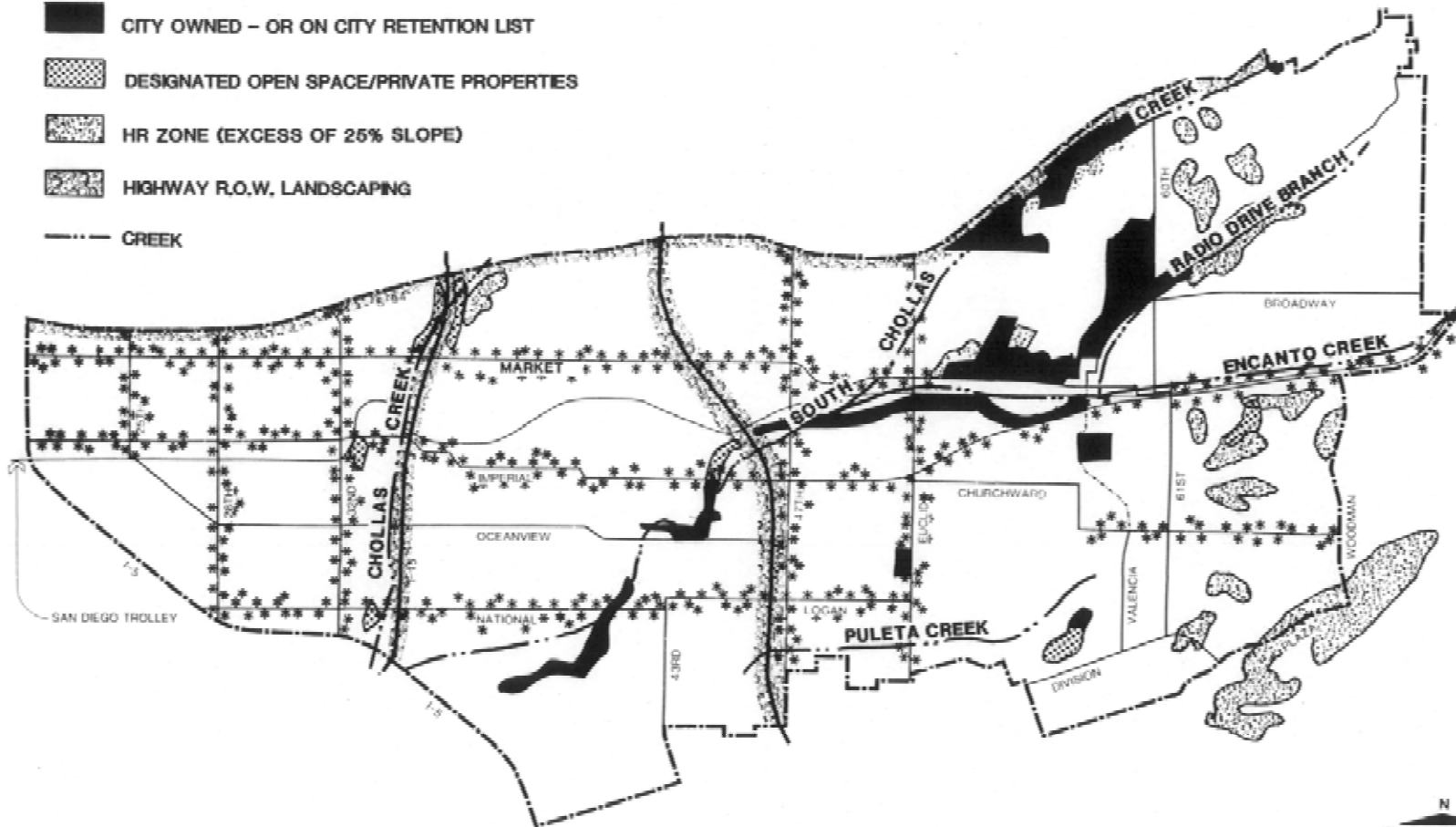
HR ZONE (EXCESS OF 25% SLOPE)



HIGHWAY R.O.W. LANDSCAPING



CREEK



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FIGURE 14a

TRANSPORTATION ELEMENT

Unless access can be provided to it, land is useless. Because of this simple fact, the transportation of people and goods in a community is one of the most important elements of a community plan. While recognizing that automobile transportation is the single most important component of Southeastern San Diego's transportation system, this element comments on a number of issues outside the simple provision of streets and highways. In order to look at the whole community transportation system, this element is divided into sub-elements dealing with automobile circulation, parking, public transportation, freight transportation, bikeways and pedestrian facilities.

AUTOMOBILE CIRCULATION

Existing Conditions

As is true of the entire region, Southeastern San Diego is highly dependent on the automobile for transportation. In Southeastern San Diego, about 90 percent of the trips taken are by car, either by drivers or passengers. Because of this, the adequacy of streets and roads is important to the residents of the community.

In terms of regional access, Southeastern San Diego is particularly well served by State Highways and Interstate Freeways. Interstate 5, Interstate 805 and State Highway 15 connect to areas north and south of the community, while State Highway 94 is one of the region's most important east-west connections. In all, the community is tied into this freeway system at a total of 18 interchange points. Further, the presence of no less than four major freeway junctions in the community indicate that the community is a key "crossroads" location in the regional system.

Virtually all parts of Southeastern San Diego have good connections to Centre City via major east-west streets. Market Street, Island Avenue, National Avenue, Imperial Avenue and Commercial Street all connect the community to downtown. Of these streets, Imperial Avenue and Market Street serve an important purpose of tying the eastern and western portions of the community. Shorter east-west streets serving an important function in the community include Oceanview Boulevard and Logan Avenue.

Several major and collector streets in the community are currently carrying traffic volumes in excess of the City's design standards. These streets include:

- Churchward Street (from San Jacinto to Las Flores)
- Crosby Street (from Interstate 5 to Commercial)
- Division Street (from west City limit to 61st)
- Federal Boulevard (from SR-94 to east City limit)
- Imperial Avenue (State Highway 15 to 38th)
- Market Street (from Interstate 5 to 43rd)
- National Avenue (from Interstate 5 to 43rd Street)
- Oceanview Boulevard (from 28th to 40th)
- Skyline Drive (from 58th to Woodman)
- 28th Street (from National to SR-94)
- 43rd Street (from Division to Interstate 805 ramps)

Some major and collector streets in the community have accident rates which exceed citywide averages. The City average accident rate for major streets is 6.32 per million vehicle miles. The following major streets in Southeastern San Diego exceed this rate:

- Euclid Avenue (from Imperial to SR-94)
- Imperial Avenue (from Interstate 5 to Euclid)
- Logan Avenue (from 43rd to Euclid Avenue)
- Market Street (from 19th to 28th)
- Market Street (from 30th to Iona)
- National Avenue (from Interstate 5 to 43rd)
- 43rd Street (from Delta to National)
- 47th Street (from Alpha to SR-94)

The citywide average accident rate for collector streets is 8.08 per million vehicle miles. The following collector streets in Southeastern San Diego exceed this rate:

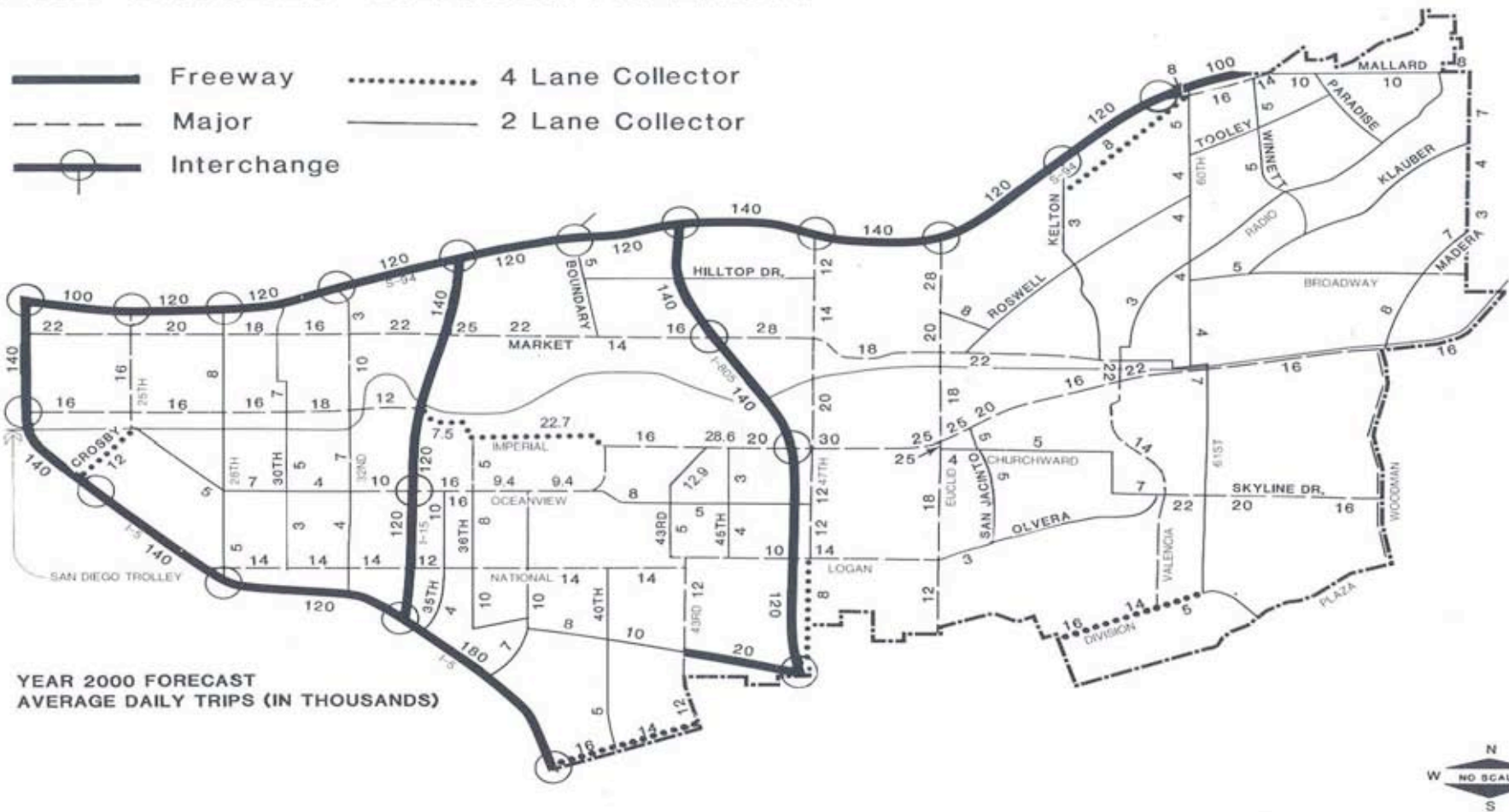
- Oceanview Boulevard (from 25th to 32nd)
- Oceanview Boulevard (from 36th to 40th)
- Olvera Avenue (from Euclid to Skyline)
- 25th Street (from Imperial to SR-94)
- 30th Street (from National to SR-94)
- 32nd Street (from Interstate 5 to SR-94)

Many street segments in Southeastern San Diego vary in improved width or are not fully improved within their right-of-way. Because the development of the community has taken place over a long span of time, differing street improvement standards have been required of subdividers. This has resulted in street improvements which vary markedly along the route of a road. In some cases development of fronting property has not occurred, or only one side of the road is improved to full standards. These conditions have lead to "bottlenecks" in the flow of traffic through the system. Prime examples of such "bottlenecks" include: Imperial Avenue between State Highway 15 and 40th Street, Market Street east of Euclid Avenue, and Oceanview Boulevard between 45th Street and 47th Street.

In the central subarea, north-south access is cut north of Imperial Avenue by cemeteries and freeway alignments. Between State Highway 15 and Interstate 805, there is no north-south connection north of Imperial Avenue. A barrier to such connection is formed by Mount Hope and Greenwood Cemeteries, which span nearly the entire distance between the freeways. The single penetration of this barrier occurs at 36th Street, which lies within one block of State Highway 15 on the west and forms a very circuitous route between Market Street and Imperial Avenue.

In the eastern subarea, access to many neighborhoods is hampered by a lack of direct north-south routes. Generally, the easternmost north-south access is provided by Euclid Avenue. Other north-south routes, such as 60th Street, 69th Street, Valencia Parkway and Woodman Street aid in providing access to Imperial Avenue for some parts of the Encanto highlands. However, many through trips are forced onto a circuitous, discontinuous and confusing pattern of local streets.






FUTURE AVERAGE DAILY TRAFFIC AND STREET CLASSIFICATION



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FIGURE 16

1983 FUNCTIONAL STREET CLASSIFICATION

-  FREEWAY
-  INTERCHANGE
-  MAJOR STREET
-  COLLECTOR STREET
-  STUDY AREA FOR CREEK CROSSING AND COLLECTOR STREET



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FIGURE 17

Automobile Transportation Objectives

1. Minimize the effects of freeways on adjacent development and do not encourage the addition of freeways as the community is well served by freeways.
2. Implement physical and operational improvements to the street system to meet the City's design standards and to reduce accidents.
3. Fully improve streets to reduce or remove "bottlenecks."
4. Improve north-south vehicular access in the community to the extent feasible.
5. Improve the appearance and safety of the major street corridors through improved lighting, repair and maintenance and through a landscaping program.

Automobile Transportation Recommendations

1. **Land Use Locations.** The land use proposals of this plan utilize the community's location relative to several freeways as a positive factor by locating employment and commercial opportunities near these facilities.
2. **Freeway Access.** The City should pursue state funding for the missing westbound to southbound ramp between State Highway 15 and Market Street.
3. **Functional and Operational Improvements.** Proposed street classifications and functional improvements are illustrated on Figure 17. Both recommended functional and operational improvements are discussed below:

Major Streets

Valencia Parkway (formerly Radio Drive) should be built in phases as a four-lane major street from Division Street on the south to Market Street on the north.

Skyline Drive should be a four-lane major street with a median (or left-turn lanes at all intersections) east of Valencia Parkway to accommodate a forecast volume of 22,000 vehicles per day.

Woodman Street should continue to be planned as a four-lane major street between Division Street and Skyline Drive. Between Skyline Drive and Imperial Avenue, it should be classified as a two-lane collector street with an appropriate transition north of Skyline Drive from four lanes to two lanes.

47th Street should be improved to become a four-lane major street from Market Street to Imperial Avenue, in order to adequately handle the 20,000 weekday trips expected in the year 2000. This should require widening, additional right-of-way and some prohibition of parking.

Those portions of Division Street lying within the City of San Diego should be improved to become a four-lane collector street to accommodate a year 2000 traffic volume of 16,000 weekday trips.

Market Street should be improved to become a four-lane major street with a median or left-turn lanes to all intersections from State Highway 15 to Valencia Parkway due to the 28,000 trips per weekday projected in the year 2000. This should be accomplished by widening the roadway east of Euclid Avenue and by restriping the roadway west of Euclid Avenue. This widening east of Euclid will require additional right-of-way.

National Avenue should be widened to become a four-lane major street between State Highway 15 and 43rd Street to accommodate 14,000 expected weekday trips for the year 2000. At selected intersections this will require the prohibition of parking to create room for left-turn lanes.

Federal Boulevard should be improved to become a four-lane major street in order to handle future volumes as high as 16,000 vehicles per day. This should be coordinated with improvements to Federal Boulevard by the city of Lemon Grove.

OTHER STREET IMPROVEMENTS

Imperial Avenue, between State Highway 15 and 40th street should be reconstructed as a four-lane collector street. West of 32nd Street, Imperial Avenue should be a four-lane major street.

For continuity between the two community plan areas, Crosby Street should be improved to a four-lane collector street in Southeastern San Diego and Barrio Logan.

Imperial Avenue. South 41st Street and Interstate 805 should be reconstructed as a four-lane connector collector street with landscaped center median. In addition, the Imperial Avenue bridge crossing Interstate 805 should be enhanced with decorative lighting or artistic enhancements to announce the commercial development along Imperial Avenue.

Logan Avenue should be restriped for four through-lanes east of 43rd Street when traffic volumes so warrant. The Engineering and Development division will monitor traffic volumes on this length so that improvements will be made as soon as they are needed.

Oceanview Boulevard should be improved to accommodate four travel lanes from 32nd Street to 40th Street because of volumes of over 16,000 vehicles per day forecast for this section.

A large projected increase in weekday traffic volumes on Federal Boulevard and State Highway 94 makes it necessary to construct a Federal Boulevard extension from the intersection of 60th Street and Federal Boulevard on the east to Kelton Road on the west. This construction will provide access to State Highway 94 (at Kelton Road) or to the section of Federal Boulevard west of Kelton for westbound Federal Boulevard traffic. As a

result, the Federal Boulevard interchange with State Highway 94 will have less congestion than if the Federal Boulevard extension is not built. Roadway improvements should be coordinated with channel and open space improvements to Chollas Creek.

The missing two gaps of 69th Street (between Broadway and Madera, Mt. Vernon, San Miguel and Federal) should not be completed. Instead, 60th Street should be completed as a two-lane collector between Imperial Avenue and Federal Boulevard to accommodate between 4,000 and 5,000 weekday trips.

A street in the 43rd - 45th Street corridor from the intersection of Oceanview Boulevard/San Pasqual Street on the south to Market Street on the north has been tested by the Engineering and Development division. A portion of this street already exists between K Street and Market Street. Due to legal and financial constraints, that portion of 43rd Street between K Street and Imperial Avenue was deleted from the project. Funding for that portion of 43rd Street between Logan Avenue and Imperial Avenue (CIP 52-311) has been deferred from FY 1984-86 to beyond 1990 due to the unavailability of CDBG funding.

43rd Street or San Pasqual should be extended to connect to the existing end of 43rd Street at Oceanview Boulevard to Imperial Avenue (as shown in Figure 38 and contained in the Southcrest Redevelopment Plan). This connection will improve north-south circulation, enhance the visibility of the educational and Cultural Complex and streamline an existing circulation system bottleneck. Additional study of this proposal should be undertaken to consider alternatives which may result in a less expensive solution based on a reduced need to acquire private property.

43rd Street should be improved to four through-lanes from Logan Avenue to Division Street with left-turn lanes at selected intersections in order to adequately handle 12,000 weekday trips. These lanes should be accommodated by selective widening within the existing 80 foot right-of-way, or by the prohibition of parking and restriping the existing roadway.

Boundary Street should not be extended north of Hilltop Drive.

The traffic circle at Imperial Avenue and 36th Street should be improved to provide a safer intersection.

4. Street Improvements. Special attention should be given to the poor condition of public streets throughout Southeastern San Diego. Potholes, cracked pavement and damaged sidewalks are commonplace. Additionally, a regular, more frequent street sweeping schedule is needed to improve the appearance and safety of the streets. Lincoln Park and Shelltown are in immediate need of improved lighting and street repair, while Sherman Heights is in need of improved lighting and litter control.
5. Street Widenings. Street widenings and related improvements should have high design standards. The Planning Department should review all Capital Improvements Projects and a landscape architect should be consulted when needed to improve the aesthetics and cohesiveness of the improvements.

6. Street Landscaping. Recommended landscaping improvements along public streets are addressed in detail in the Urban Design Element.
 - a. The policy of limiting landscaping in medians should be re-evaluated so that landscaping can be permitted wherever safety factors permit it.
 - b. In addition to improved landscaping, the existing maintenance problem of the five-foot city-owned strip along the streets between the sidewalk and the property line should be resolved, either through the formation of a Landscape Maintenance District or through a clarification of encroachment permit requirements and planting standards.
 - c. Leftover small parcels along major streets and near freeways should be conveyed to adjacent owners with deed restrictions to maintain the areas as open space (especially along Euclid Avenue).
7. Street Lighting. Street lighting should be upgraded to meet the citywide standards of Council Policy 600-4 in areas where illumination is not currently provided at these levels. In addition, decorative pedestrian-oriented lighting should be installed in a dark, high crime residential streets and along major commercial and transit corridors to encourage pedestrian use. White light shall be required to permit better sighting and recognition along major commercial and transit corridors to encourage pedestrian use and to provide additional safety

PUBLIC TRANSPORTATION

EXISTING CONDITIONS

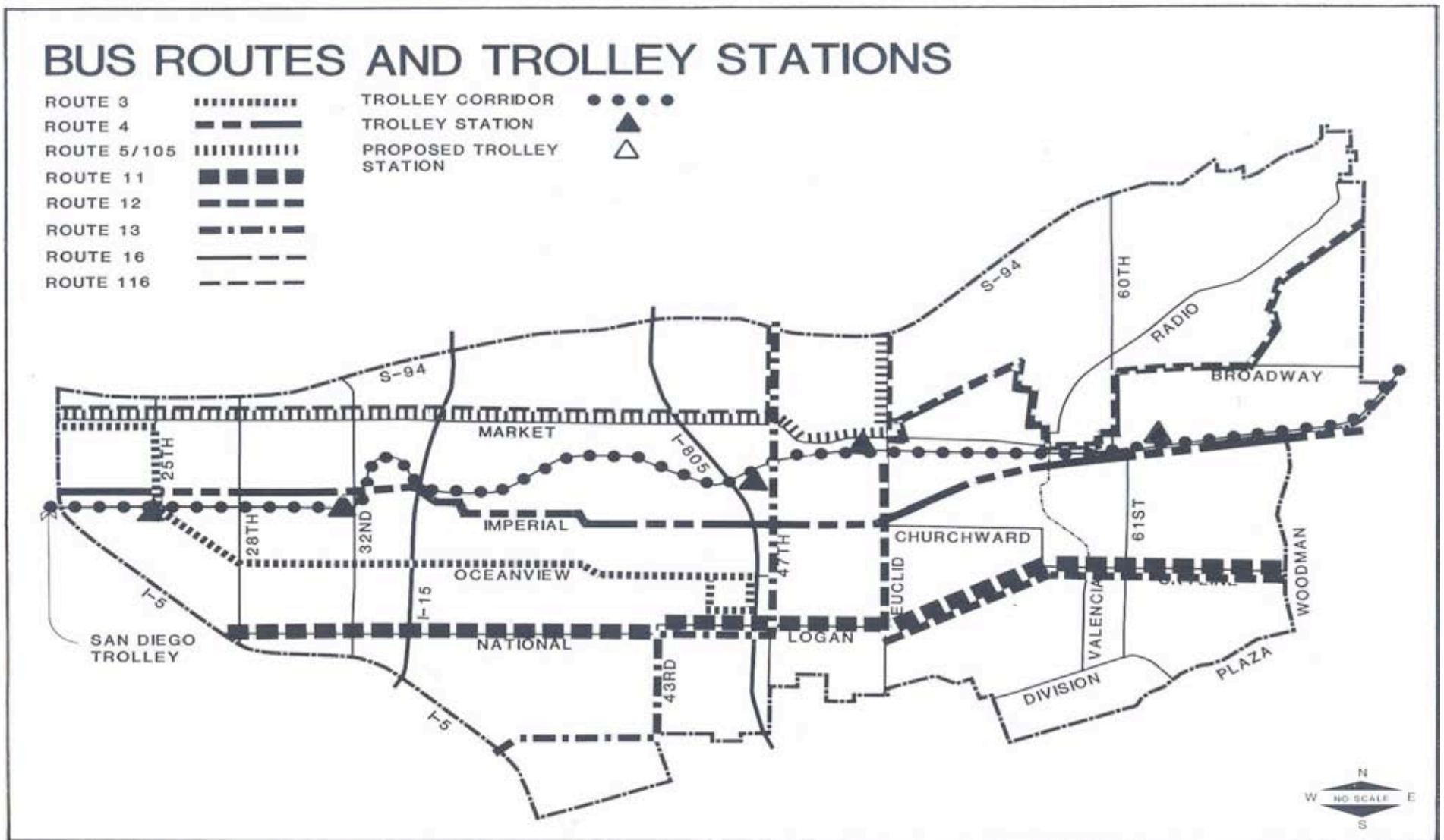
Public transit is well utilized by Southeastern San Diego residents. Transit ridership in Southeastern San Diego is high when compared against regional averages. Currently, 2.3 percent of the person trips made in Southeastern San Diego are made by transit, compared to 1.5 percent for the region as a whole. During peak hour, buses on parallel routes with headways between buses as short as 10 minutes carry load factors of as much as 33 percent above the seating capacity of the buses.

Southeastern San Diego is served by a number of bus routes, most of which follow the east-west surface street pattern. Seven bus routes serve the community, most of which make use of the major east-west streets to downtown and further destinations. However, north-south transit connections, as well as connections to parts of the City other than downtown are difficult.

As Table 4 indicates, service to most of the region is achieved via downtown, which often makes bus trips circuitous. The only north-south streets which have appreciable bus service are Euclid Avenue and 47th Street. An additional express route, No. 130, is proposed for the community in the MTDB Short-Range Plan (RRTP) for 1987 to 1991. This north-south route would connect Bonita on the south with the University Town Centre on the north.

Table 4. PUBLIC TRANSIT ROUTES

Bus Route #	Connecting	Community Streets Served
*3	Southeastern San Diego to Uptown (via Downtown)	Oceanview, 25 th , Market Street
*4	Lomita to Clairemont (via Downtown)	Imperial
*5/105	College Area to University City (via Downtown)	47 th Market Street Way
*11	Southeastern San Diego to Mid-City (via Downtown)	Logan, National
12	Valencia Park to Lomita Village	Euclid, Olvera, Skyline
13	Bayfront to Grantville (via East San Diego)	47 th , Logan, 43 rd
16/116	Mission Village to College Grove (via Downtown)	Market Street, Rosewell, Kelton, 60 th , Broadway, Klauber, 69 th
<u>San Diego Trolley</u> (Euclid Line)	<u>Stations</u> 25 th and Commercial 32 nd and Commercial 47 th and Market Street Euclid and Market Street	
* - Designates Lift-Equipped Service Existing bus routes are illustrated on Figure 18.		



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FIGURE 18

The East Line extension of the San Diego Trolley is a major transit facility in the community. The proposed East Line would connect downtown and the present south bay line with the East County cities of Lemon Grove, La Mesa and El Cajon. The alignment of the trolley follows the existing tracks of the San Diego and Arizona Eastern branch line. The alignment follows Commercial Street in the western part of the community, passes through the Mt. Hope and Greenwood cemeteries in the Central Subarea of the community, and parallels Market Street and Imperial Avenue in the Eastern Subarea. The East Line west of Euclid Avenue was recently completed and is now operating. An extension eastward from Euclid Avenue to El Cajon is currently under construction. Ridership projections indicate that Southeastern San Diego community stations will generate a considerable portion of the daily riders of the line. Because the line will parallel existing bus service in many respects, it is likely that some restructuring of bus service will result from its implementation to provide feeder service.

The East Line Trolley stops have the potential to modify land use characteristics in their neighborhoods. By providing direct non-auto access to a number of locations in the community, the trolley represents a possibility for joint use projects. Regardless of the uses at the station sites, the trolley will represent a new means of commuting to and from the community and will draw new customers into the commercial areas near the line.

Public Transportation Objectives

1. Maintain high public transit accessibility to downtown, as is currently promoted by the existing east-west bus route structure.
2. Improve the frequency and level of transit service, and the quality of transit facilities to meet the demands of the community.
3. Fully utilize the potential of the East Line Trolley to revitalize and redevelop land adjacent to the trolley line and to maximize the use of public transportation.

Public Transportation Recommendations

1. Bus Route 130. The MTDB should begin service on the proposed Route No. 130 as soon as possible.
2. Bus Route Adjustments to the Trolley. Continue to assess the re-routing of bus routes to coordinate with rail transit. This will include the timing of bus routes to allow convenient transfer to the trolley.

The MTDB should consider strengthening the north-south system of bus routes as feeders to the trolley. Expanded north-south service could be accomplished through the reassignment of those bus routes which would be redundant to trolley service (i.e., Express Route No. 90). The MTDB will be studying Route No. 90 in fiscal year 1987-1988.

3. Development Incentives along the Trolley Line. In the vicinity of trolley stops, the Planning Department and the MTDB should pursue joint use projects. These projects

should be encouraged through the use of increased allowable densities, provided that certain design standards are met. Bonus densities should be limited to multiple-use areas along Imperial Avenue.

The City should assist in the formulation of a long-term joint agency agreement between SEDC and MTDB to market sites in the trolley corridor for joint development.

4. Trolley Stations. The locations of the four Euclid-line trolley stations have been set and are illustrated in Figure 19.

At the 47th Street trolley station, access ways should be designed to provide safe pedestrian movement between the trolley station and nearby housing areas.

At the Euclid Avenue trolley station, the attendant park and ride facility should be expanded to the west.

At the 62nd Street (Encanto) trolley station, commercial uses which serve trolley riders should be encouraged on the south side of Imperial Avenue. In addition, bonuses in commercial development intensity should be allowed within 1,000 feet of the station along the south side of Imperial Avenue frontage. These bonuses should only be allowed where a relationship between the trolley and the use of the land is established (i.e., employer transit use programs).

5. Potential Future Trolley Stops. The following sites should be considered for their future potential as Trolley stops; 28th Street, 36th Street, 43rd Street, the Potter Tract in the general location of Radio Drive, 65th Street, and 68th Street. These locations should be considered when and if conditions warrant as a result of land use intensification or redevelopment. The specific proposals should be reviewed by the City and the MTDB Board, based on standard criteria for such evaluations. The site evaluation criteria should include considerations such as, the proposal's impact on the overall service of the line which may result in closing other stations in favor of a new one, the proposal's effect on the existing transit line schedules and patronage, and the financing of the new trolley stop by private development.

▲ TROLLEY STATION
△ PROPOSED TROLLEY STATION

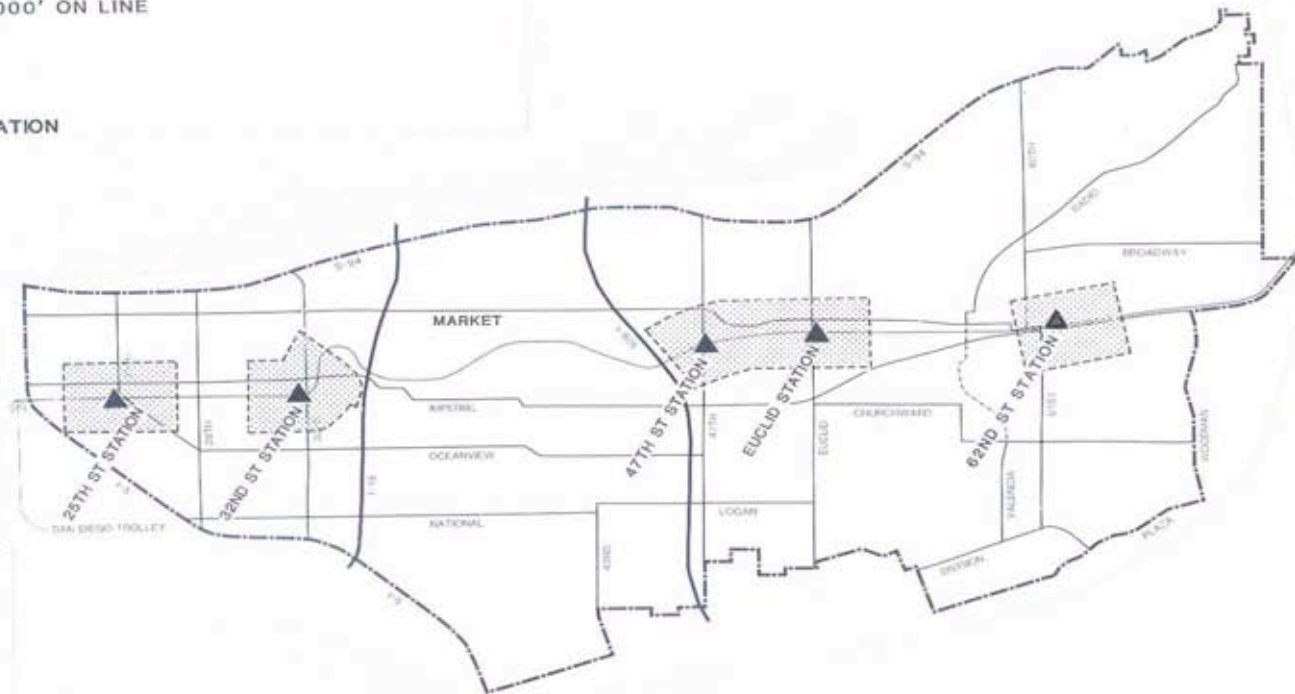


FIGURE 19

FREIGHT TRANSPORTATION

EXISTING CONDITIONS

Although underutilized in the recent past, rail freight service has the potential to carry a significant amount of industrial and commercial materials to and from Southeastern San Diego. In spite of the fact that it lies close to almost every existing industrial area in the community, the railroad line that will be the trolley line has not historically been utilized to move significant amounts of freight into or out of the community. The advent of the trolley will not eliminate this opportunity. It is proposed by the MTDB that a limited nighttime service be offered using the trolley rails.

Commercial and industrial areas generate truck traffic which often impacts residential neighborhoods and community circulation. There are several reasons for this:

- Strip industrial and commercial areas do not provide for off-street loading and parking areas;
- The easiest routes to freeway interchanges often pass through residential areas;
- In the past, industrial areas have not been separated from residential areas, or residences were allowed by zoning to be located within industrial areas; and
- Specific truck routes or truck prohibited routes have not been designated.

Freight Transportation Objectives

1. Maintain freight transportation by rail to the extent feasible in the community.
2. Minimize impacts of freight transportation on vehicular circulation and nearby land use.

Freight Transportation Recommendations

1. Freight Movement on the Trolley. As is currently the case with the South Line, MTDB should be encouraged to set aside operating hours for freight movement on the East Line. This form of freight delivery should be promoted as an asset to industrial and commercial centers near the trolley line in the same fashion as East Line passenger service.
2. Truck Routes. The City prohibits trucks, by Council resolution on certain roads. Truck routes are not designated, but trucks may only travel on roads that have not been identified for prohibiting heavy equipment traffic.
3. Land Use Designations. The basic concept of this community plan, which gathers industrial and commercial centers near freeway access points, discourages strips which currently account for much of this problem.

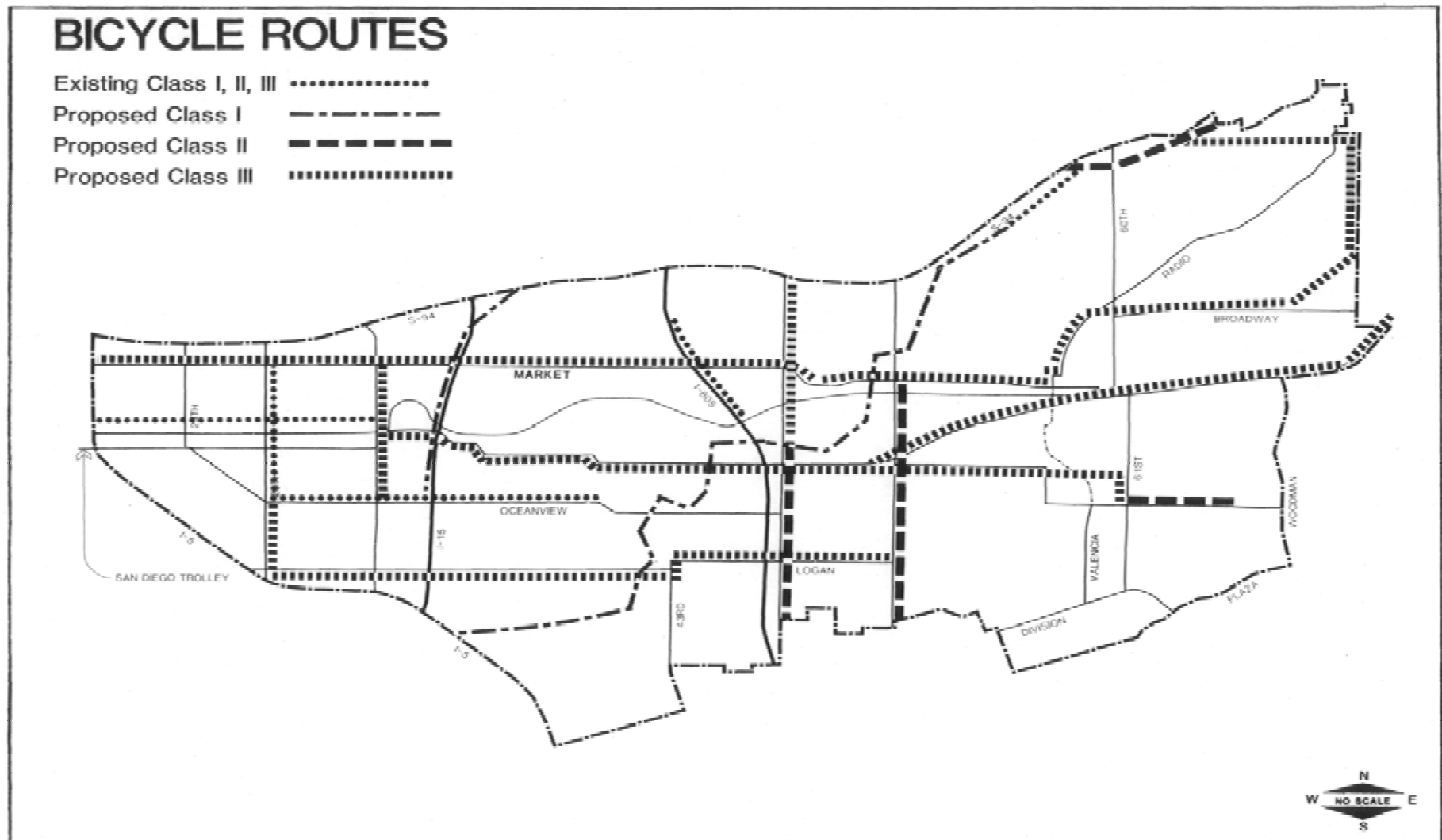
BICYCLE/PEDESTRIAN TRANSPORTATION

EXISTING CONDITIONS

Pedestrian access throughout Southeastern San Diego is readily available by means of sidewalks along public streets; however, these walkways are not being used to their full potential in some areas because of a lack of attention to the aesthetics and perceived safety of the walking environment.

Because of relatively high transit usage in the community, walking access to transit stops and the spacing of stops to facilitate walking access, is critical. A high percentage of bus patrons in Southeastern San Diego get to the bus by walking – most do not park and ride. Because of this, it is critical that the location of stops be made in a fashion that encourages pedestrian access.

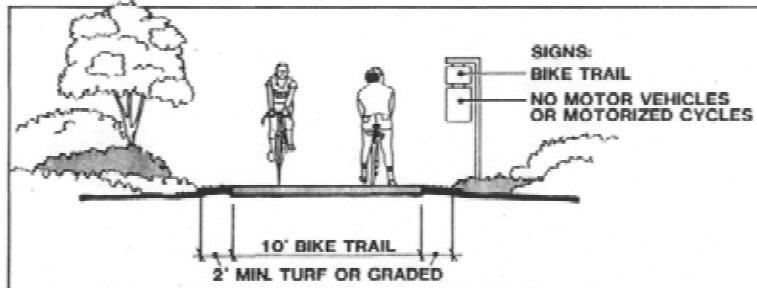
Surface street access to the San Diego Bay, Balboa Park, and downtown offer excellent opportunities for recreational and commuter bicycle routes. On-street bicycle routes, called “Class III” bike routes, have been designated for portions of 28th Street, “L” Street, Oceanview Boulevard and Alpha Street. Two “Class I” bikeways, which are entirely separated from the street, are located parallel to Interstate 805 between Hilltop Drive and the railroad tracks, and parallel to State Highway 94 between Kelton Road and 60th Street. The linkages via 22nd and 28th connect to Balboa Park on the north while the link using Vesta connects indirectly to the Bay via Harbor Drive.



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FIGURE 20

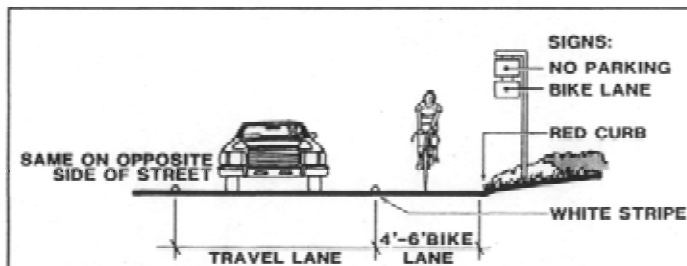
BIKE LANE CLASSIFICATIONS



CLASS I (Typical location-openspace)

Bicycle Path

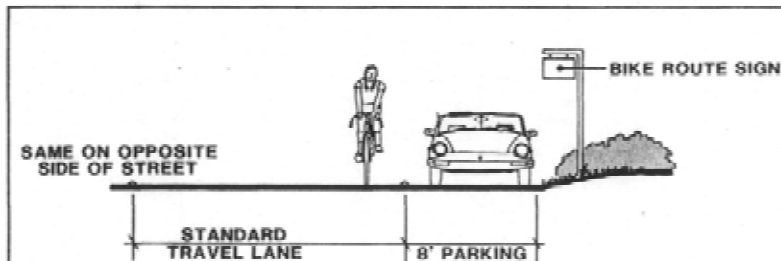
A completely separate right-of-way for the exclusive use of non-motorized vehicles.



CLASS II (Typical location-major street)

Bicycle Lane

A restricted right-of-way located on the paved road surface alongside the traffic lane nearest the curb, and identified by special signs, lane striping, and other pavement markings.



CLASS III (Typical location-neighborhood street)

Bicycle Route

A shared right-of-way designated by signs only, with bicycle traffic sharing the roadway with motor vehicles.

The dimensions illustrated on this page are subject to change.



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FIGURE 21

Pedestrian/Bicycle Transportation Objectives

1. Increase the aesthetic quality of street corridors to encourage pedestrian activity.
2. Maintain and improve pedestrian and bicycle access to public transportation.
3. Enhance bicycle circulation by improving designated routes to City standards and by attention to aesthetic quality and safety.

Pedestrian/Bicycle Transportation Recommendations

1. Enhancement of Pedestrian Walkways. Pedestrian activity should be encouraged by improving the quality of the walking environment. This can be done by means of improved landscaping in the right-of-way, special lighting and attention to the design of adjacent developments (See Urban Design Element and Neighborhood Element for more detail).
2. Connection to the Trolley. Sidewalk and bikeway improvements in the vicinity of the East Line Trolley route should have the highest priority among such routes in the community.
3. New Development. Walkway improvements should be required of developments in the western portion of the community. As addressed in the Neighborhood Element, some locations in the Encanto neighborhood should not be improved with standard sidewalks to maintain the area's rural character.
4. Improve Bicycle Access. Designated routes should be improved to City standards. These routes should be linked to the open space and recreational areas in the community.

PARKING

EXISTING CONDITIONS

Commercial and industrial areas in the Western Subarea lack adequate parking. Because of the low density nature of the community, parking is rarely a problem. However, the commercial and industrial strips of the Western Subarea were developed under zoning regulations which did not require parking off-street. Thus, while parking is marginally adequate at present, the available parking in these areas is clearly inadequate for future redevelopment.

Parking Objectives

1. Parking areas should not dominate the streetscape but should be located and screened to promote easy access and safety in an attractive setting.
2. Public parking lots are needed in areas of intense commercial activity.
3. Parking requirements should be adopted that relate directly to the type of development. These requirements should be regulated through standards for the type and design of spaces as well as the number of spaces.

Parking Recommendations

1. All parking areas should be landscaped with trees and other landscaping materials in median strips or planting boxes. Pedestrian walkways should be provided, clearly identified, and made safe and attractive through the use of hardscape design, landscaping and lighting.
2. Public parking lots could be developed and maintained through Business Improvement Districts or Special Assessment Districts. These parking areas should be highly visible from the public streets to increase safety and should be well-lighted and landscaped.
3. Parking standards should be adopted through the Planned District Ordinance and should address enclosed, covered, and landscaped parking areas.

PUBLIC FACILITIES ELEMENT

The recommendations made in this Public Facilities Element will govern much of the capital facilities programming needed to provide services to the community. Taken together with the street improvements, the recommendations of this element will be responsible for the allocation of millions of dollars in public capital improvements.

The Public Facilities Element is divided into eight parts: education, libraries, police/fire facilities, postal service, drainage and flood control, water and sewer facilities, solid waste and gas/electric facilities.

EDUCATION

EXISTING CONDITIONS

There are currently two extended kindergartens, Burbank (K-3) and Mead (K-2), 13 elementary schools (see map), one junior high school, Memorial (grades 7-9), two combined junior and senior high schools, Gompers (grades 7-12) and O'Farrell (grades 4-12), and one high school, Lincoln (grades 9-12), located in the community. School capacity now exists in the community for all school-aged residents. Junior and senior high schools are somewhat under utilized, but elementary schools are approaching their capacity (See Table 5 and Figure 22). As the community approaches buildout, some of the schools will be over capacity and most will have reached the total capacity limit.

Two elementary schools have been closed in the community in the last ten years. Crocket Elementary School was closed in 1975 for the purpose of establishing an alternative school on the site. Because the school did not generate sufficient interest and enrollment, the district converted the site to administrative office space. Bandini School was closed due to declining enrollment in March 1976 and the site has been converted to an administrative use.

Schools in Southeastern San Diego are characterized by having a disproportionately large percentage of nonwhite students, and a program of desegregation has been instituted. The State Board of Education defines racial imbalance as a variation of more than 15 percent in the proportion of minority students enrolled in a school, compared to the overall ethnic composition of the district. The imbalance which exists in Southeastern San Diego is of course related to the high minority population of the community. The San Diego Unified School District has been pursuing a program of desegregation throughout the district under the direction of the courts. As part of this program, seven Southeastern San Diego schools have been established as "Magnet Schools" with programs to draw students from throughout the district. It is the observation of many community residents that the magnet program has nonetheless resulted in segregation between resident and non-resident students within the magnet schools themselves (see Table 5).

The Educational Cultural Complex (ECC) of the San Diego Community College District is a key educational institution in Southeastern San Diego. Opened in the fall of 1976, the Educational Cultural Complex offers day and evening college credit classes, adult school classes, and a wide variety of general interest programs. It contains a theatre and orchestra setting and a

learning center stocked with audiovisual equipment and reference materials. The center offers approximately 240 classes to an estimated 4,000 persons.

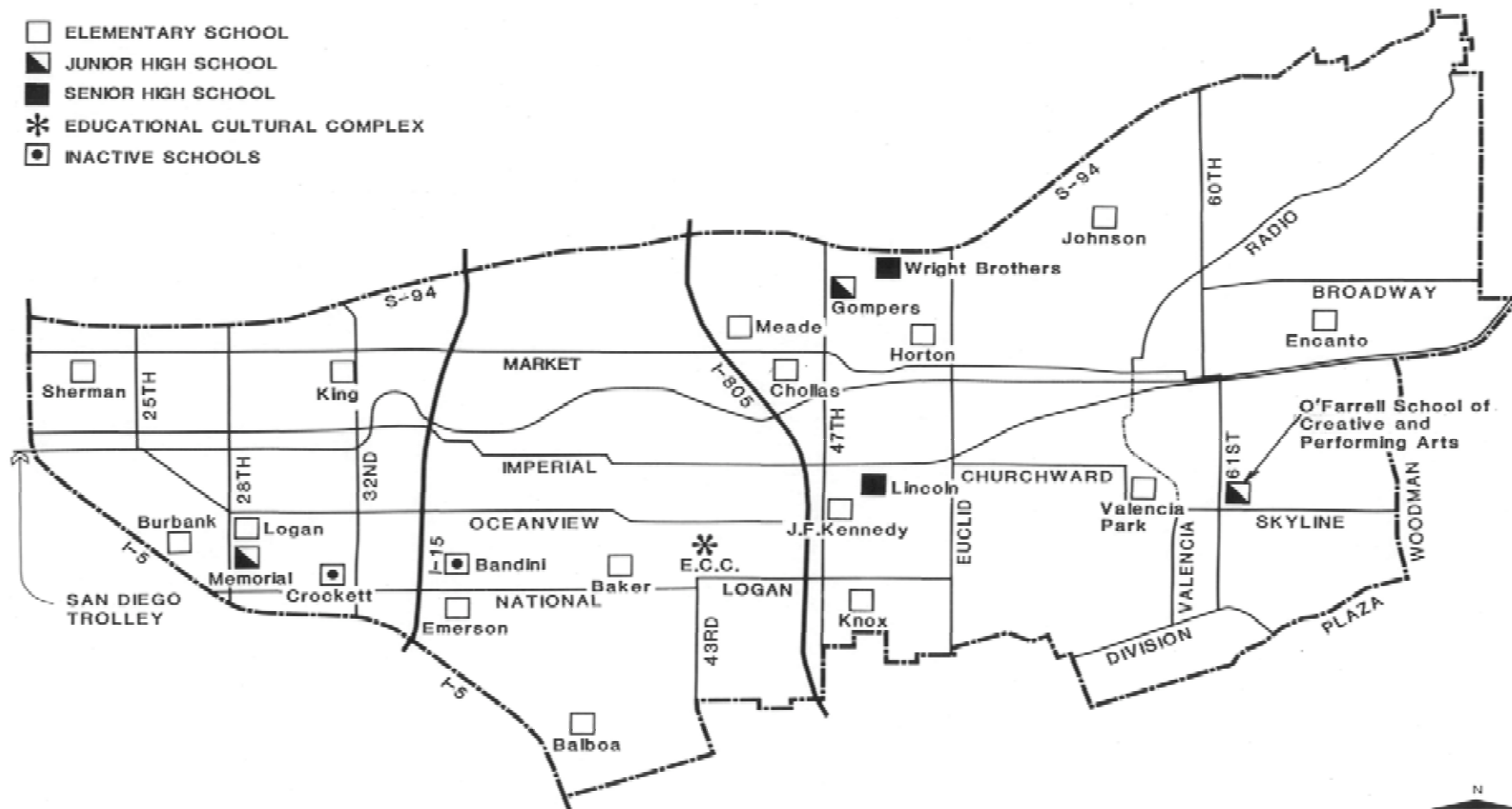
The community is served by the campus of San Diego City College. Although the campus of this community college is not located within the boundaries of the community, it is in the adjacent Centre City area, is well served by transit and plays an important educational function in Southeastern San Diego.

Education Objectives

1. Maintain an adequate level of capacity for all public schools and a high level of maintenance of all school facilities.
2. Improve present programs of racial desegregation in the schools.
3. Maintain and enhance the availability of community college and other higher education programs in the community.

EXISTING SCHOOLS

- ELEMENTARY SCHOOL
- ▣ JUNIOR HIGH SCHOOL
- SENIOR HIGH SCHOOL
- * EDUCATIONAL CULTURAL COMPLEX
- INACTIVE SCHOOLS



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FIGURE 22

Table 5. PUBLIC SCHOOL ENROLLMENTS AND CAPACITIES

School	Capacity		Forecast		Grade Configuration	Special Programs
	Operating	Total	1987	1990		
Baker Elementary	720	930	740	880	K-6	Music Conservator Magnet
Balboa Elementary	1,020	1,290	1,105	1,314	K-6	International Baccalaureate humanities Preparatory Magnet
Burbank Elementary	690	810	521	593	K-3	Extended Day Magnet (Year Round)
Chollas Kindergarten	822	1,110	813	943	2-6 (1-6 in 1989)	Math/Science Magnet
Emerson Elementary	996	1,050	958	1,140	K-6	Fundamentals Magnet
Encanto Elementary	1,494	1,710	1,400	1,545	K-6	Enriched Math/Science; Spanish; Bilingual Magnet
Horton Elementary	810	1,050	799	950	K-6	Language Immersion-Spanish Magnet
Johnson Elementary	480	570	462	554	K-6	Academic Academy magnet
Kennedy Elementary	690	1,020	573	681	K-6	University Lab. School Magnet
King Elementary	930	1,140	792	902	K-6	International Baccalaureate Preparatory Magnet (year-round)
Knox Elementary	870	990	844	1,007	K-6	Academy for Written, Oral, Visual Communications; Extended Day; and Language Immersion-French Magnet
Logan Elementary	837	1,050	902	1,023	K-6	Year-Round School
Mead Kindergarten	390	450	352	204	K-2 (K in 1989)	Extended Day Magnet
Sherman Elementary	1,050	1,320	1,093	1,275	K-6	Year-Round School
Valencia Park Elementary	1,065	1,320	1,120	1,193	K-6	Center for Academics, Drama, and Dance Magnet
Memorial Junior High	1,084	1,614	1,033	1,093	7-9	International Baccalaureate/Writing; Spanish Immersion Magnet
Gompers, Jr./Sr. High	1,742	2,502	1,703	1,733	7-12	Math/Science/Computers Magnet
Lincoln High School	1,201	1,907	844	895	9-12	Humanities, Language and Health Professions Magnet
O'Farrell Jr./Sr. High	1,324	1,866	1,265	1,275	4-12	Creative and Performing Arts Performing Arts Magnet

Education Recommendations

1. Future School Capacities. Any future capacity problems that might result from the growth of the community could be accommodated either by adjustments to the enrollment in "Magnet Schools" located in the community or by reactivating the two additional elementary schools located in the community which are not currently being used for educational purposes. Therefore, this plan recommends that the school district retain the closed school sites to provide future capacity as needed and to continue in the special functions that they currently serve.
2. Educational Cultural Complex (ECC). The Community College District is encouraged to maintain and expand the role of the Educational Cultural Complex in the community and to continue to make this complex available for community functions such as meetings and performing arts presentations. During the review of development or redevelopment proposals in the vicinity of the Educational Cultural Complex, a priority should be placed on tying uses, access and design of development to coordinate with the mission and appearance of the complex. The Educational Cultural Complex should relate more to 43rd and Logan-Streets. New buildings, if added, should be located on College land just north of this intersection and should face onto the public streets, creating more of a sense of entry and arrival to this already outstanding, model facility.
3. Community College Programs. The Community College District is encouraged to maintain its service to the community at San Diego City College, and expand services that would increase the likelihood of higher levels of educational attainment in the community.
4. School Sites-Alternative Use. School sites should be designated for institutional and educational use and should be zoned at the density of surrounding residential development to assure that the sites will be developed at a density compatible with existing neighborhoods in the event that the sites are no longer needed for educational uses. The Institutional Overlay Zone should be applied to all school sites should be utilized to permit the future review of any unneeded school site on a site-by-site basis. Unneeded school sites should only be developed with compatible private development after it has been determined that public facilities are not needed through the Institutional Overlay Zone review process. Where residential development is considered for an unneeded school site, the development density should be compatible with the residential density of the existing neighborhood.
5. School Improvements. Balboa Elementary School is in need of physical improvements, including a secured parking facility for staff and improvements to the school yard which is in poor condition due to erosion problems. Consideration should be given to a joint project between the school district and the City for utilization of the school yard to create a mini-park and recreational area. Additional improvements to all schools should include the following:

- a. Improve the aesthetic educational environment at each school. Improvements needed may differ from school to school and include interior and exterior painting, landscaping, and turfing.
- b. Improve the existing permanent facilities at some sites. Consideration could be given to the expansion of permanent facilities at some of the schools to accommodate the large and growing enrollment and reduce the high percentage of portable classrooms. New facilities could be integrated architecturally with existing buildings. Underground buildings with recreational areas on top could be considered for some schools. In addition, multi-story buildings could be considered for some sites in order to conserve recreational areas.
- c. The school district could work with the City to acquire additional land to expand existing sites. In some cases, the expanded sites could be used for educational facilities and in other instances joint use with City parks could be accomplished.
- d. There could be explorations of the possibility of using new buildings jointly for commercial and educational use. The joint use of buildings would provide revenue to the district and give the district a means for reducing further the number of portable classrooms at each school.
- e. Consideration could be given to develop ways to deal more aesthetically with portable classrooms. This could be accomplished through a combination of landscaping and arrangement of the portables.

The San Diego Unified School District has developed a Long Range Facilities Master Plan (LRFMP) which is intended to determine future facilities needs to the year 2000, educational programs for the same period of time, facilities utilization policies, and availability of financial resources.

LIBRARIES

Southeastern San Diego is currently served by three branch libraries. This number exceeds General Plan standards which call for a branch library to serve residential populations of up to 30,000. The Educational Cultural Complex contains a branch library which, taken together with the Logan Branch on 28th Street and the Valencia Park Branch on 50th Street, should accommodate a community population of up to 90,000. These branch libraries are supplemented in the Encanto area by regular bookmobile service. The western subarea is served by the Central Library in Downtown.

Valencia Park Library

The Valencia Park Library, however, has the lowest circulation of all the libraries in the City and is inadequate to serve the needs of the community. In response to this, the City has current plans to relocate the Valencia Park Library to a new 25,000-square-foot facility on the corner of 51st and Market Streets. The new library will contain a community meeting room, children's area,

multimedia area and a larger collection of volumes. It will also serve as the headquarters of the READ/San Diego Adult Literacy Program.

The Valencia Park Library district contains the highest concentration of African-Americans in San Diego and the proportion of Hispanic and Asians is slightly higher than their representation citywide. A new library facility with larger special collections, such as Spanish language materials and African-American history books, will be better able to serve these communities. Also, the physical site of the proposed Valencia Park library offers tremendous opportunities to educate children and adults about the prehistoric times and the natural environment. The site adjoins city-owned open space to the east and contains extremely important paleontological resources. The Library Department has agreed to work with the San Diego Museum of Natural History to develop interpretative exhibits at the library and sponsor walking tours of the vicinity to use these resources for educational purposes.

The new library site is also near bus lines and the San Diego Trolley and will be more accessible than the existing library.

Library Recommendations

1. Valencia Park Library (see also the general recommendations in the Urban Design Element).
 - a. The proposed site of the library contains significant slopes and because of its high visibility to the surrounding community, the siting and design of the facility shall minimize the disruption to the natural contour of the land. Buildings shall be sited to reduce the need for grading, retaining walls and excessive level areas. Structures shall be designed to conform to the existing land form rather than grading the site to fit the building.
 - b. There shall be identifiable pedestrian access to the library from the street and parking areas and linkage to nearby transit stops and the trolley station. The design shall integrate the buildings with the existing street pattern and promote a pleasant pedestrian environment with prominent landscaping, street furniture and other pedestrian-oriented elements.
 - c. The building design shall be integrated with the nearby natural areas and adjacent city-owned open space. Landscaping shall emphasize native plant species. Also, access shall be provided from the library to these natural areas.
 - d. Parking areas shall not dominate the streetscape. These areas shall be screened with landscaping or other elements to minimize their visual impact from the public right-of-way and be landscaped at regular intervals using planting islands. Secure bicycle parking shall be provided.

- e. The significant paleontological resources on site shall be preserved and enhanced to serve as an educational resource for the community. Access to these exposed slopes shall be provided for public viewing.
- f. The new library site, on 51st and Market Streets, shall retain its SF-5000 zoning. Its use shall be restricted to the library, and accessory uses permitted by the underlying zoning. Alternative use of the site for single-family development, in conformance with the Southeastern San Diego Planned District Ordinance and other City ordinances, shall not require an amendment to this plan.
- g. The present Valencia Park Library facility, located on Imperial Avenue and 50th Street, shall be redesignated for commercial use, in character with the surrounding development, and shall retain its CSF-2 zoning.

2. Current population forecasts estimate that the total population of Southeastern San Diego will reach 90,000 by the year 2000. The Library Department should consider the provision of an additional library as needs and population in the eastern area of the community warrant.

POLICE/FIRE

Crime rates in Southeastern San Diego vary by area. Generally, areas west of 28th Street and east of Euclid Avenue have lower crime rates than the central portion of the community. In this central area crime rates are high, in some areas averaging 100 incidents per 1,000 population per year. Crime has an influence on the success of businesses and the desirability of residing in the community.

At present, Southeastern San Diego is adequately served by police patrols. Administration for the beats patrolling the central and eastern community subareas is centered at the Southeastern San Diego substation, the Skyline community. In accordance with the Police Department's decentralization program, a new police station is planned to be constructed on Imperial Avenue between 30th and 31st Streets. The proposed station will house the Central Division, which is currently located at the police headquarters in downtown. The new station will increase the visibility of the police in the area, improve accessibility to local residents and reduce transportation costs. Police storefront community service offices, located on 24th and Market Streets, are also available to the residents of the community.

The Fire Department currently contains an adequate response time for all portions of the community plan area. Five fire stations, three of which are located outside the boundaries of the community, serve Southeastern San Diego. The replacement of one of the community's stations, Station 19 on Oceanview Boulevard at 35th Street, was completed during 1986.

Police and Fire Objectives

- 1. Maintain and improve response times and service levels to the community.
- 2. Reduce the present level of crime the community.

Police and Fire Recommendations

1. Central Division Station – (see also the general recommendations in the Urban Design Element).
 - a. The police station shall be oriented toward Imperial Avenue which serves as a major thoroughfare in the community. A prominent entry on Imperial Avenue shall be provided with identifiable access from the street and parking areas. Parking shall be provided between this entry and the street. Street trees shall be provided to enhance the pedestrian environment.
 - b. Parking areas shall be screened with landscaping and/or other elements to reduce their visual impact while allowing adequate surveillance of these areas. Chain-link fencing shall not be used.
 - c. Building facades which are visible from the public right-of-way shall be designed to enhance their visual interest. Large continuous walls shall be avoided, and building wall articulation or other architectural features shall be used to break up the mass of the building into smaller visual components. Landscaping, building color and texture shall supplement these design features to mask the scale of the building.
 - d. Any automobile repair facilities on site shall be adequately screened and hours of operation shall be limited to reduce the potential noise impacts to surrounding residents.
 - e. The design of the substation shall be submitted to the Southeastern San Diego Development Committee for their review, and the neighborhood residents shall be invited to participate in the design review process. The final design of the proposed police station shall be further reviewed by the Planning Department for conformance with the Southeastern San Diego Community Plan, Planned District Ordinance and other City ordinances.
 - f. The site shall retain its CSR-2-R-1500 and I-1 zoning. Its use shall be restricted to the police station and accessory uses permitted by the underlying zoning. Alternative development and/or use of the site, in conformance with the underlying zoning, shall not require an amendment to this plan.

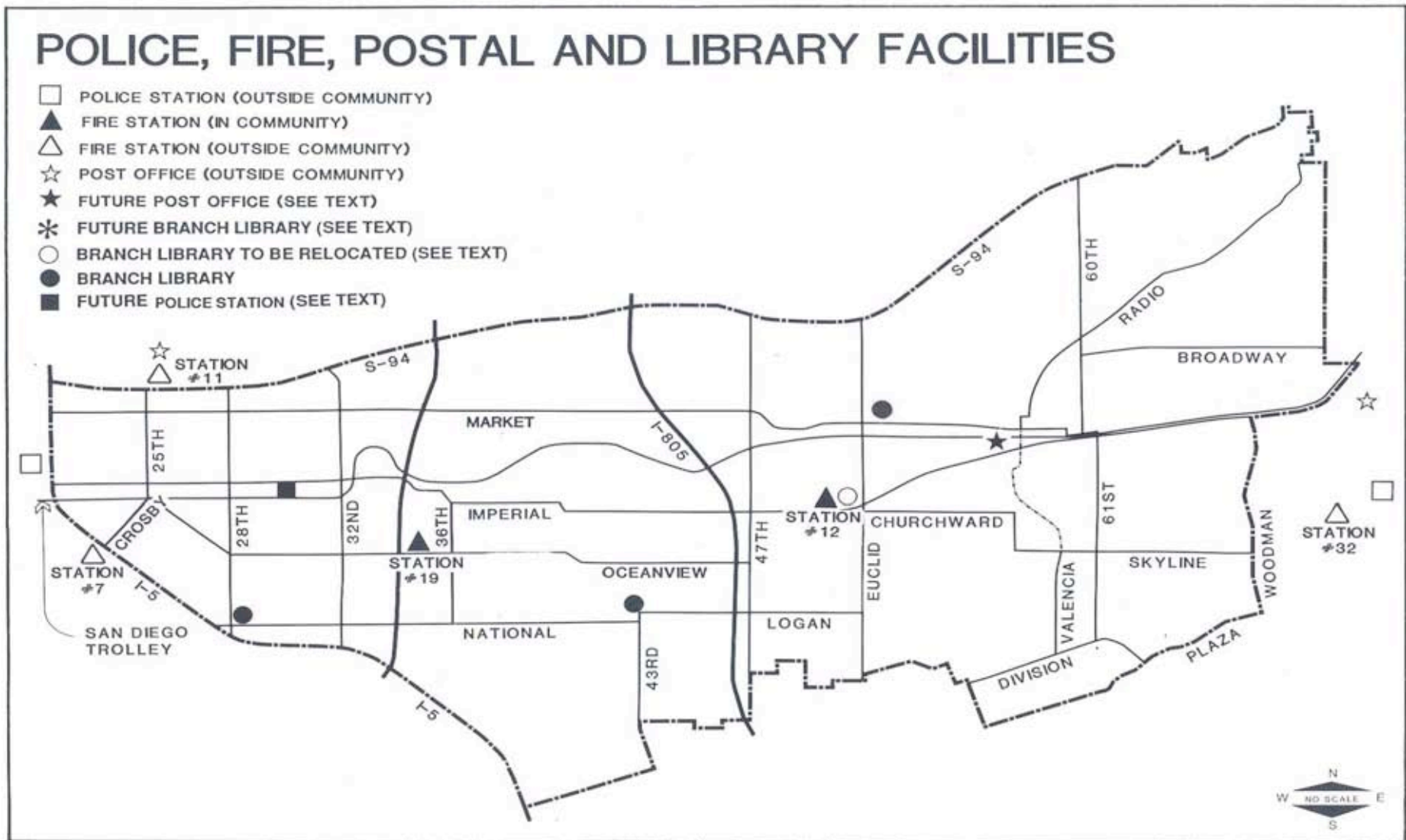
No additional police or fire protection facilities are recommended to be constructed within the community. However, the needs of this area should continue to be monitored and the operations of these support services should be reviewed and adjusted as needed.

POSTAL SERVICE

Postal Service to the eastern subarea of the plan has been a concern to area residents. The community has petitioned lawmakers at the federal level to replace the post office facilities for the 92114 subarea.

The federal government should be called upon to provide an additional post office branch within the eastern subarea, preferably along the San Diego trolley line. The 10-acre parcel known as the "Potter Tract," located between Market Street and Imperial Avenue and west of Merlin Drive, is recommended as a post office site.

The northeast corner of Market Street and 51st Street has also been identified as a potential post office site near the trolley line.



SOUTHEASTERN SAN DIEGO

CITY OF SAN DIEGO • PLANNING DEPARTMENT

FIGURE 23

DRAINAGE/FLOOD CONTROL

Many areas within the Los Chollas Creek drainage system are subject to flooding by the 100-year frequency flood. Flood prone areas lie adjacent to the natural stream bed as well as adjacent to flood control channels built to less than the 100-year storm capacity (Figure 3). Developed areas subject to inundation include:

The west side of Las Chollas between Interstate 5 and Market Street;
South Chollas between Interstate 805 and Market Street;
Euclid Avenue Branch between Market Street and State Highway 94;
Encanto Branch between 60th and 66th Streets and Federal Boulevard to 60th Street.

Except for a section of former Highway 252 right-of-way east of Interstate 5 and the "Potter Tract" on the Encanto Branch, few undeveloped areas lie within the 100-year floodplain.

DRAINAGE/FLOOD OBJECTIVE

1. Protect property from flooding while retaining the natural appearance of drainage areas to the extent feasible.

DRAINAGE/FLOOD RECOMMENDATIONS

1. In undeveloped portions of the drainage basin, flood control should be provided which ensures the safety of structures and active land uses upon development.
2. Flood control in the Chollas system should be accomplished through the use of natural and/or landscaped facilities. The use of concrete channels shall not be permitted.

WATER/SEWER

The major trunk water and sewer lines are in place to serve the entire community. In those portions of the community which still have vacant developable land, sewer and water capacity is available for new development. The only issue affecting water and sewer availability are regional ones, dealing with the ultimate capacity of the Metropolitan Sewer System and the future ability of the region to import an adequate supply of water. These issues are regional in nature and are the domain of the City's General Plan. However, a new major transmission (trunk) water line, the Paradise Mesa Crosstie Pipeline, will substantially improve water pressure to a major portion of the Southeastern San Diego Community Planning Area, especially during the hotter summer months. Furthermore, the pipeline will provide an alternative independent supply of water to Southeastern San Diego from the California Water Authority's Second Aqueduct in the event of a major break in the City's own water supply system.

Because of the age of some developed portions of the community, water and sewer maintenance and replacement is occasionally needed. The Water Utilities Department of the City monitors and maintains the water and sewer system on an ongoing basis. According to the City's 1987 Fiscal Year Budget, the Water Utilities Department budgeted about 6 million dollars annually citywide to cover repair and replacement due to breaks in the cast iron water system. In

addition, an allocation of 5 million dollars has been budgeted citywide to cover the replacement of existing deteriorated concrete sewer mains. A large quantity of these old cast-iron water mains and concrete sewer mains still exist, in varying condition, in the Southeastern San Diego community. The Utilities Department has an ongoing program to replace those old mains in the entire City, averaging at least 1.5 miles per year of replacement and upgrading effort in the Southeastern San Diego community. Additional projects budgeted in the City's Capital Improvement Program for Southeastern San Diego include the replacement of an existing steel water pipeline from Hilltop Drive to the National City limit, paralleling Interstate 805 (scheduled for construction in fiscal year 1988), and the replacement of pumps and the rehabilitation of the building for the water pump station located at 65th Street and Herrick Street.

The Water Utilities Department should continue the routine maintenance and replacement of water and sewer facilities within the community. In addition, capital improvements to the system should be made where warranted.

SOLID WASTE

Solid waste service to the community is adequate for the foreseeable future. Solid waste is collected in the community by the City and deposited in the Miramar Landfill, outside the community. No landfill or refuse deposit location has been or should be proposed within the Southeastern San Diego community.

GAS AND ELECTRIC SERVICES

Gas and electric service to the community is adequate. The San Diego Gas and Electric Company provides energy utility service to the plan area. The company has the generating and line capacity to accommodate present and anticipated development in the community.

Undergrounding of electric lines has taken place in new development in the community and as a part of a citywide program of undergrounding in developed areas. All new development in the Southeastern San Diego community is subject to a requirement to place electric lines underground. In addition, the City and the San Diego Gas and Electric Company have worked together to underground lines in certain parts of the City where development has occurred prior to the new requirements.

Gas and Electric Recommendation

All facilities, including transmission lines, should be undergrounded within the Southeastern San Diego community.